

**EXHIBIT 14A**  
**CONTINUED**

<a href="#">978</a>	ACAD	The Department is more concerned about civil liability than officer safety. One example: EOST used to train people to approach vehicles with their hands resting on their gun (still holstered). They were directed by the Academy to stop telling officers	Officer Safety is continually assessed during the officer safety certification training process as well as through the Solid Realistic Ongoing Verifiable Training scenarios. (Recommendations 842, 978, 1358)	A
<a href="#">979</a>	ACAD	Officers need to have a game plan with their partners if something goes wrong and a suspect gets the drop on a partner officer. The same goes for DUI checkpoints.	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
<a href="#">980</a>	ACAD	Update our training videos. SROVT could be made into videos with actual footage of enforcement contacts and scenarios.	The Academy's Enforcement Tactics Unit is currently developing the "Will to Survive" and "Significant Incident" training videos. The "Commerce Shooting" video has been completed and the "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. In addition the Commission on Peace Officer Standards and Training (POST) sends out monthly videos/DVDs on case law updates and police training topics. All Divisions receive these DVDs directly from POST. They are current and well made. (Recommendations	A
<a href="#">981</a>	ACAD	More "red man" suit training. Make training as realistic as possible. Would require evaluations of each officer to insure they were able to handle this type of training.	Both of these were recommended in the March 2006 decentralized training audit by Academy. Advanced Officer Safety Training is a statewide training program that provides realistic hands-on training. (Recommendations 981, 983, 1082, 1372)	A
<a href="#">983</a>	ACAD	More realistic training is needed.	Both of these were recommended in the March 2006 decentralized training audit by Academy. Advanced Officer Safety Training is a statewide training program that provides realistic hands-on training. (Recommendations 981, 983, 1082, 1372)	A
<a href="#">984</a>	ACAD	Require EOST training for all uniformed personnel requiring hands on participation.	These recommendations and/or practices are being evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 984, 985, 993, 999, 1002, 1093, 1373)	A
<a href="#">985</a>	ACAD	Require participation in simunition training.	These recommendations and/or practices are being evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 984, 985, 993, 999, 1002, 1093, 1373)	A
<a href="#">986</a>	ACAD	Requirement for all uniformed personnel to participate in yearly enhanced FOTS Training.	Not mandatory - all Divisions have a FOTS truck for Area use. The Academy recommends this be referred to the Departmental Occupational Safety Board as a possible change in policy. Divisions have the equipment to implement this voluntarily. (Recommendations 609, 928, 986)	A
<a href="#">986</a>		Requirement for all uniformed personnel to participate in yearly enhanced FOTS Training.		A
<a href="#">987</a>	ACAD	Set aside training funds for attendance to Advanced Officer Safety courses.	Currently, there are 48 Advance Officer Safety Training classes offered per year. The average attendance has been approximately ten officers per class. Each class is allocated 16 training slots; however, on average six training slots per class have gone unfilled.	A
<a href="#">987</a>		Set aside training funds for attendance to Advanced Officer Safety courses.		A

<a href="#">988</a>	ACAD	Update outdated training videos. More updated training.	The Academy's Enforcement Tactics Unit is currently developing the "Will to Survive" and "Significant Incident" training videos. The "Commerce Shooting" video has been completed and the "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. In addition the Commission on Peace Officer Standards and Training (POST) sends out monthly videos/DVDs on case law updates and police training topics. All Divisions receive these DVDs directly from POST. They are current and well made. (Recommendations	A
<a href="#">988</a>		Improve current training videos to be more realistic, up to date and interactive.		A
<a href="#">990</a>	ACAD	The Department's CMT0 program needs a face lift to meet current needs and documentation. With our current CMT0 program, CMT0's are not required to recertify. We want CMT0 to re-certify annually, demonstrating skills and ability to instruct.	These items were reviewed and discussed during the audit of the Department's Motorcycle Training Program. (Recommendations 990 and 1377)	A
<a href="#">992</a>	ACAD	In the 70's when the Academy moved to West Sacramento, the motorcycle unit shared the EVOC training network with EVOC cadet training. The motorcycle classes were available when cadet training was not being performed.	The Motorcycle Training Program utilizes its own dirt and asphalt network. (Recommendations 992 and 1095)	A
<a href="#">993</a>		Managers assigned to field related duties should be required to maintain the same proficiency in all aspects of OST to the same level as the officers and sergeants.		A
<a href="#">995</a>	ACAD	Updated and current training videos of reenactments of shootings and other officer safety incidents.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 605, 610, 623, 626, 995, 996, 1094,1265)	A
<a href="#">995</a>		Updated and current training videos of reenactments of shootings and other officer safety incidents.		A
<a href="#">996</a>	ACAD	Use reenactments and videos of critical incidents for training purposes.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 605, 610, 623, 626, 995, 996, 1094,1265)	A
<a href="#">996</a>		Use reenactments and videos of critical incidents for training purposes		A

<a href="#">997</a>	ACAD	Provide extensive training on crimes other than VC. Trends, gangs, drugs, probation/parole issues. There is a concern that most officers have no idea about what the issues are surrounding probation and parole and are therefore vulnerable when dealing with suspects.	All of the types of training that are listed are currently provided in Officers' Forum. In addition, the Field Training and Evaluation Program is preparing an issue paper addressing changes to the current Officers' Forum curriculum and duplicate training issues. (Recommendations 627 and 997)	A
<a href="#">997</a>		Provide extensive training on crimes other than VC. Trends, gangs, drugs, probation/parole issues. There is a concern that most officers have no idea about what the issues are surrounding probation and parole and are therefore vulnerable when dealing wit		A
<a href="#">998</a>	ACAD	Re-emphasize right hand approaches.	Training video currently available, "Your Vest Won't Stop This Bullet." (Recommendations 621, 628, 998)	A
<a href="#">998</a>		Re-emphasize right hand approaches.		A
<a href="#">1000</a> -	ACAD	Train every Officer to use the Taser.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
<a href="#">1001</a> -	ACAD	Require refresher training after limited duty, administrative positions and military leave.	This is currently in place and conducted quarterly at the Academy, effective June 2007 for anyone off for 12 months to two years. Called "refresher training." Employees off less than one year are re-trained and recertified at their currently assigned command. (Recommendations 633	A
<a href="#">1001</a> -		Require refresher training after limited duty, administrative positions and military leave		A
<a href="#">1002</a> -	ACAD	O/C spray refresher training. Officers have never had practical training in a tactical situation like wind, moving target, etc.	These recommendations and/or practices are being evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 984, 985, 993, 999, 1002, 1093, 1373)	A
<a href="#">1003</a> -		Less than lethal options need to be evaluated more quickly. The Department takes too long to review/approve technology that other law enforcement agencies have used for years.		A
<a href="#">1004</a> -	PAD	Reflective uniforms.	This item has been combined with recommendations 650, 1004, and 1321 as they are duplicates.	A
<a href="#">1005</a> -	ESD	Install a safety barrier at the SR-118 pit scale.	CLOSED. Barrier installed.	A



<a href="#">1006</a> -	ESD	Install License Plate Reader technology in all patrol vehicles.	CLOSED. FSS is currently completing a Feasibility Study Report (FSR) which upon approval will allow the Department purchase additional license plate readers. This recommendation is the same as recommendations #26, #54,	A
<a href="#">1007</a> -	ESD	Use unmarked pickup trucks for MREs.	CLOSED. Currently there are no unmarked MRE vehicles being used by the Department. The Department does utilize Specially Marked Patrol Vehicles for enforcement of law pertaining to commercial vehicles; however, the Department is researching the use of different combinations of colors on patrol vehicles.	A
<a href="#">1008</a> -		Purchase safety holsters for all officers.		A
<a href="#">1010</a> -		The Department needs to find an appropriate motorcycle riding suit that would project a professional image and sensible for statewide application. The suit would not replace the traditional Class A uniform. Full face helmets will not be considered.		A
<a href="#">1011</a> -	ESD	Install strobe lights in the turn signals of our patrol vehicles.	CLOSED. Commercial Vehicle Section is forwarding a memorandum to ACS recommending Fleet Operations Section and Planning and Analysis Division conduct further research into the feasibility of using strobe lights.	A
<a href="#">1012</a> -	ACAD	Tasers for officer safety, another tool to subdue violent subjects.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
<a href="#">1012</a> -		Tasers for officer safety, another tool to subdue violent subjects.		A
<a href="#">1013</a> -		Install laser sites on primary weapons.		A
<a href="#">1014</a> -		Less-than-Lethal-Weapons. Another tool used by numerous law enforcement agencies nationwide. These weapons have proved largely effective with combative individuals and armed subjects. Their use has led to a decreased number of officer involved shooting		A
<a href="#">1015</a> -		Expand the use of non-lethal weapons including Tasers and bean bags		A
<a href="#">1016</a> -	ACAD	Expand use of less Lethal Weapons.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A

<a href="#">1016</a>		Expand use of less Lethal Weapons.		A
<a href="#">1018</a>		Night Sights should be approved for weapons		A
<a href="#">1019</a>	ESD	Eliminate property damage only collision reports	CLOSED. Duplicate of 1048 and 1063.	A
<a href="#">1020</a>	ESD	Release of vehicles for Section 22651(P) of the Vehicle Code.	CLOSED. Legislation would be required to curtail the release of a 22651(P) VC vehicle to any person with a valid driver license who is designated as the registered owner's agent. Cooperation from the local district attorney's office must be obtained prior to implementing a vehicle forfeiture program pursuant to 14607.6 VC. This recommendation is the same as recommendations #89,	A
<a href="#">1022</a>	ESD	Were cell phones a factor in any of the traffic collisions? The department should pursue cell phone use laws while operating a motor vehicle. We discussed how the majority of CHP 555's indicate no cell phone in use.	CLOSED. The Office of Special Representative has advised that the Department will take a neutral stance on the issue.	A
<a href="#">1023</a>		Need more departmental support when an officer approaches a suspect vehicle with the officer's gun out of holster at their side or unsnapped. Department must trust judgment of officer and not be so concerned with perception.		A
<a href="#">1024</a>	ESD	More efficient use of tow trucks to clear roads.	CLOSED. The Tow Service Agreement requires an Area commander to determine the maximum allowable response time for a rotation tow company.	A
<a href="#">1025</a>	ESD	Change DMV policy to require English comprehension as a requirement for a license.	CLOSED. Under the Dymally-Alatorre Bilingual Services Act, Section 7295.4 GC, a state agency shall distribute written materials in the appropriate non-English language.	A
<a href="#">1026</a>	ESD	Start charging for vehicle releases and charging more for collision reports.	CLOSED. This recommendation would be in opposition to our mission statement to provide services to the public. ESD defers this subject to Administrative Services Division.	A
<a href="#">1027</a>	ESD	Use limited deployment of License Plate Reader technology through the video camera system to run the license plate directly ahead of the patrol vehicle when the front red light is activated.	CLOSED. Although the technology exists to implement the above recommendations, there is currently no vendor that makes such a product.	A
<a href="#">1028</a>	ESD	Encourage/Require officers to conduct quality collision investigations. Encourage officers to cite violators out of collision investigations.	CLOSED. No change to current policy.	A

<a href="#">1029</a> -	ESD	Emphasize/require quality investigations not shorter turn around times for completion. Our officers have become documenters not investigators. Hit and run drivers should be pursued until they are identified and brought to justice or until all means of id have been exhausted.	CLOSED. No change to current policy.	A
<a href="#">1031</a> -	ESD	Increase the use of our warrant service teams.	CLOSED. All Divisions have a minimum of two trained Warrant Service Teams; each team is comprised of one sergeant and six officers.	A
<a href="#">1032</a> -	ESD	Conduct thorough on-going search and seizure training at the Area level.	CLOSED. General Order 100.91, Search and Seizure Policy, revised and published March 2007. Training completed by commanders and consent search reinstated to trained personnel on May 1, 2007.	A
<a href="#">1033</a> -	ESD	Allow officers to conduct consent searches.	CLOSED. Consent searches have been approved by Executive Management. G.O. 100.91 has been revised to include policy and training. Every uniformed employee will be required to attend search and seizure training prior to conducting consent searches.	A
<a href="#">1034</a> -	ESD	Do away with the CHP 202D form. Officers are reluctant to do searches due to the added paperwork and the confusion of when and how to fill out the CHP 202D.	CLOSED. The CHP 202D, Consent/Probable Cause Search has been revised to be utilized strictly on consent searches. Policy has been written to cover the topic and training is scheduled for December 2006.	A
<a href="#">1045</a> -		Written policy allowing the officers to direct all occupants of a vehicle to place their hands where ever the officer can see them for officer safety and reduce complaints on officer tactics.		A
<a href="#">1048</a> -	ESD	Exposure time at collision scenes could be decreased by allowing the short format, 11-82, report.	CLOSED. A pilot program designed to test the effectiveness of using the CHP 555-03 in lieu of the standard property damage format was conducted in 2005. Top Management decided against the CHP 555-03, but has agreed to change policy regarding the "complaint of pain" format.	A
<a href="#">1049</a> -	ESD	Aside from DUI, drivers today have too many in car distractions. Such as cell phones, DVD players, IPODS, stereo systems, etc., which distract the driver.	CLOSED. See 1022. The Office of Special Representative has advised that the Department will take a neutral stance on the issue.	A
<a href="#">1050</a> -	ESD	Allow consent searches. Rather than completing the CHP 202D and 415D daily, a two week period, similar to the language survey, could be used to extract statistical data.	CLOSED. Consent searches have been approved by Executive Management. G.O. 100.91 has been revised to include policy and training. Additionally, the CHP 202D is being revised to address consent search procedures. Documentation remains a critical component to ensure the searches are conducted appropriately.	A
<a href="#">1051</a> -		Update outdated training videos. More updated training.		A
<a href="#">1052</a> -		Get rid of "no fail policies" at the Academy.		A
<a href="#">1053</a> -		Have more experienced officers at the Academy.		A

<a href="#">1054</a>	ESD	Utilize "Terry" pat-downs more or in all enforcement contacts.	CLOSED. Terry pat-downs are lawful and currently utilized by officers when they have probable cause to search for weapons.	A
<a href="#">1055</a>		More positive reinforcement to take more time to evaluate the stop/contact, keeping officer safety in mind. The push for officers is on more activity.		A
<a href="#">1056</a>	ESD	Technical device in patrol vehicles to read license plates on vehicle stops with immediate notification to dispatch. This device should also establish locations (GPS), in car cameras with audio and driver license readers/scanners to assist in rapid compl	CLOSED. Although the technology exists to implement the above recommendations, there is currently no vendor that makes such a product.	A
<a href="#">1057</a>	ESD	More K-9's, especially in rural areas.	CLOSED. The statewide canine audit has been completed and is under review.	A
<a href="#">1058</a>	ACAD	Have night shoots at the range and stress shoots (shoot and run or vise versa) as well as shooting at live targets (junked cars)	Specific for #663 - Current policy encourages commands to conduct 50 percent of their monthly shoots during the hours of darkness. It requires at least two pistol shoots be conducted during the hours of darkness, and requires one shoot each be conducted during the hours of darkness for the shotgun and tactical rifle. The course of fire is at the discretion of the commander.	A
<a href="#">1058</a>		Have night shoots at the range and stress shoots (shoot and run or vise versa) as well as shooting at live targets (junked cars).		A
<a href="#">1059</a>		Implement required training on gun take away moves during one of the quarterly trainings.		A
<a href="#">1060</a>	ESD	Additional training to lift fingerprints and documenting crimes on state property such as burglaries, etc.	CLOSED. A Basic Criminal Investigation course is scheduled for January 2007.	A
<a href="#">1061</a>	ACAD	Require motorcycles to be parked at the office.	Require motorcycles to be parked at the office.	A
<a href="#">1062</a>		Handcuff suspects while they're detained.		A
<a href="#">1063</a>	ESD	Short form 11-81 reports and a different format for 11-82 reports to reduce exposure to traffic.	CLOSED. Duplicate of 1048. A pilot program designed to test the effectiveness of using the CHP 555-03 in lieu of the standard property damage format was conducted in 2005. The results are under review by Top Management.	A
<a href="#">1064</a>	ACAD	Officer working during hours of darkness should be allowed to unholster their weapons and hold it discretely by their side until they have insured there is no threat posed by the violator or passengers.	The Academy will review of HPM 70.6, Officer Safety Manual for consideration to alternatives to current policy. (Recommendations 713, 719, 720, 737, 1064, 1071, 1074)	A

<a href="#">1066</a> -	ESD	Reconsider criteria necessary for detailed diagramming. Use digital photography in place of factual diagrams, except fatal/11-80s. Diagrams are rarely used in court, and technology exists to create a diagram from digital photos if necessary and prevents	CLOSED. Adopting this recommendation would drastically reduce the quality of collision investigations conducted and result in a decrease in the quality of service provided to the public.	A
<a href="#">1067</a> -	ACAD	With increased emphasis on activity, officer safety practices may suffer. With increased enforcement activity, statistically you're going to have an increase in injuries and possible deaths.	It is expected that officers will aggressively seek out violators and take appropriate enforcement action while continuing to practice sound officer safety.	A
<a href="#">1068</a> -	ACAD	Our officers are expected to go to the ground with the bad guys wearing a "business suit" (tan uniform). The Department needs to consider the blue / tactical uniform for all occasions.	The wash-and-wear uniform test was concluded and the feedback reviewed. A final report summarizing the results of the study was completed by Academy staff and forwarded to Executive Management. The results of the report were presented at the April 2007 Top Management Meeting. The unanimous decision was made to not proceed with the wash-and-wear uniform. (Recommendations 43, 225, 440, 919, 1068, 1177, 1247)	A
<a href="#">1068</a> -		Our officers are expected to go to the ground with the bad guys wearing a "business suit" (tan uniform). The Department needs to consider the blue / tactical uniform for all occasions.		A
<a href="#">1069</a> -	ESD	More drug task forces. Both officers were killed by individuals who were under the influence of methamphetamines at the time of the shooting.	CLOSED. CHP actively participates in 29 of the 88 Drug Task Forces in the State of California.	A
<a href="#">1070</a> -	ESD	Bring back the consent searches.	CLOSED. Duplicate of 133. Recommendations resulting from in depth research surrounding the reinstatement of the Consent Search are currently under review by the Office of the	A
<a href="#">1071</a> -	ACAD	Outdated control holds.	Specific for #719, 720, 1071 - The department's control holds are based on the martial art of Aikido. Aikido has been used as a form of self-defense for hundreds of years. The Academy has looked at other control hold techniques which have to do with smaller joint manipulation; however, these techniques have a higher propensity for injuries to the suspect. The Academy will continue to explore any other type of handcuffing techniques which may be potentially superior	A
<a href="#">1072</a> -	ACAD	Requirement to remove all traffic stops from the freeway and onto surface streets.	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A



<a href="#">1073</a>	ESD	The topic of extended exposure time during tow operations was brought forth. Numerous examples were brought forth with the related concerns. A conversation then ensued regarding ways to clear the roadway in an expeditious manner by pushing, towing, pull	CLOSED. The Tow Service Agreement requires an Area commander to determine the maximum allowable response time for a rotation tow company.	A
<a href="#">1074</a>	ACAD	Review policy on removing weapons from holster during high risk stops. Perhaps we should look at all stops are high risk during the hours of darkness. Officers felt they could more quickly respond to the threat of a weapon if they had their guns out of their holsters.	Specific for #719, 720, 1071 - The department's control holds are based on the martial art of Aikido. Aikido has been used as a form of self-defense for hundreds of years. The Academy has looked at other control hold techniques which have to do with smaller joint manipulation; however, these techniques have a higher propensity for injuries to the suspect. The Academy will continue to explore any other type of handcuffing techniques which may be potentially superior than what we currently use.	A
<a href="#">1074</a>		Review policy on removing weapons from holster during high risk stops. Perhaps we should look at all stops are high risk during the hours of darkness. Officers felt they could more quickly respond to the threat of a weapon if they had their guns out of		A
<a href="#">1075</a>	ACAD	Stops should be made off the freeway.	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A
<a href="#">1077</a>	ESD	Increase the number of license plate readers - maybe standard for every patrol car. That way you always know instantly if the car you're about to pull over is wanted.	CLOSED. The Commissioner's office recently approved funding to purchase 24 additional LPR units in the 05/06 fiscal year and approximately 50 units for the 06/07 fiscal year.	A
<a href="#">1078</a>	ESD	Provide decent databases like ARJIS to all officers.	CLOSED. A feasibility study report and procurement likely to take several years. Information Management Division plans to implement a statewide records management system between 2008 and 2010.	A
<a href="#">1080</a>	ESD	Reconsider criteria necessary for detailed diagramming. Use digital photography in place of factual diagrams, except fatal/11-80s. Diagrams are rarely used in court, and technology exists to create a diagram from digital photos if necessary.	CLOSED. Adopting this recommendation would drastically reduce the quality of collision investigations conducted and result in a decrease in the quality of service provided to the public.	A
<a href="#">1081</a>	ESD	Install License Plate Reader technology in all patrol vehicles.	CLOSED. FSS is currently completing a Feasibility Study Report (FSR) which upon approval will allow the Department purchase additional license plate readers. This recommendation is the same as recommendations #26, #54, #654, #696, #1006, and #1077.	A



<a href="#">1082</a> -	ACAD	More "red man" suit training. Make training as realistic as possible. Would require evaluations of each officer to insure they were able to handle this type of training.	Both of these were recommended in the March 2006 decentralized training audit by Academy. Advanced Officer Safety Training is a statewide training program that provides realistic hands-on training. (Recommendations 981, 983, 1082, 1372)	A
<a href="#">1082</a> -		More "red man" suit training. Make training as realistic as possible. Would require evaluations of each officer to insure they were able to handle this type of training.		A
<a href="#">1083</a> -	ACAD	Incorporate traffic stops into EOST.	Currently part of Academy Advanced Officer Safety Training (AOST) course curriculum. (Recommendations 595 and 1083)	A
<a href="#">1083</a> -		Incorporate traffic stops into EOST.		A
<a href="#">1084</a> -	ACAD	More defensive, high-speed driving and skid pan driving.	Officers receive four hours of driving during Officer's Forum. Each Area is required to conduct four hours of Commentary Driving every two years as part of the Perishable Skills training required by POST. An officer's driving skills should also be evaluated as part of the supervisor's ride-a-long. (Recommendations 337, 915, 916, 959, 1044, 1084)	A
<a href="#">1084</a> -		More defensive, high-speed driving and skid pan driving.		A
<a href="#">1085</a> -	ESD	More training on criminal behavior, interrogation techniques, criminal identification, etc.	CLOSED. The Criminal Apprehension Training Program (previously titled Criminal Awareness Training Program) has been approved and a class will be held in November 2006.	A
<a href="#">1086</a> -	ESD	MRE/Commercial enforcement. There is NO training ever given on how to make an approach on a commercial vehicle. There are several inherent officer safety concerns when enforcing commercial regulations. Whenever you walk up on a commercial truck, you can	CLOSED. CVS has addressed this recommendation in a previous memo. This recommendation has been transferred to the Office of the Academy, Enforcement Tactical Training Unit.	A
<a href="#">1089</a> -	ESD	The Department lacks in search and seizure updated training in which we could all benefit from. (Same as 1032)	CLOSED. GO 100.91 has recently been changed. Training is currently being conducted statewide Field Support Section is in the process of seeking review of the pre-approved Criminal Apprehension Training Program. This exhaustive training curriculum will provide specific training to road patrol officers relating to search and seizure policy, case law, trends and the current relevant tools needed to ensure compliance with CHP policy and the law.	A
<a href="#">1087</a> -	ACAD	There needs to be more effective OST. One person stated, "I don't need to know how to kick box. I don't get paid enough to box and I am not going to box with anyone. I just want to know how to save my life."	This topic is covered in the Advanced Officer Safety Training class. (Recommendations 970, 971, 1087)	A

<a href="#">1087</a>		There needs to be more effective OST. One person stated, "I don't need to know how to kick box. I don't get paid enough to box and I am not going to box with anyone. I just want to know how to save my life."		A
<a href="#">1088</a>	ACAD	There was a lot of discussion regarding whether our PMA/OST training and tactics are teaching the right stuff. The overwhelming majority believe our training policies are sufficient, however, many officers get lax and take shortcuts, i.e.: left side approach.	Tactics: A review/revision of the statewide Officer Safety Training program and HPM 70.6 is being conducted by the Academy Tactical Training Program. The review/revision was completed on December 31, 2006. (Recommendations 972 and 1088)	A
<a href="#">1088</a>		There was a lot of discussion regarding whether our PMA/OST training and tactics are teaching the right stuff. The overwhelming majority believe our training policies are sufficient, however, many officers get lax and take shortcuts, i.e.: left side appr		A
<a href="#">1090</a>	ACAD	We need basic officer safety issues that were taught to us in the academy and re-emphasized on at least a yearly if not quarterly basis. The more people hear it the less complacent they will become, hopefully!	Officers are required to certify in PMA annually, Advanced Officer Safety Training classes are offered. (Recommendations 977 and 1090)	A
<a href="#">1090</a>		We need basic officer safety issues that were taught to us in the academy and re-emphasized on at least a yearly if not quarterly basis. The more people hear it the less complacent they will become, hopefully!		A
<a href="#">1091</a>	ACAD	Our OST/PMA tactics are out-dated. They have become ineffective over the years, as most criminals have experienced them several times over. The program now works for only the compliant people. We do not receive sufficient training to be confidently prepared.	Advanced Officer Safety Training (AOST) addresses non-compliant subjects. The AOST classes are currently offered for a total of 48 times per year. The classes are offered approximately four times a month at the Academy and/or Clark Training Center. (Recommendations 582, 591, 1091, 1350)	A
<a href="#">1091</a>		OST training needs to focus more on what TO do, and not on what NOT to do.		A

<a href="#">1093</a>	ACAD	Require EOST training for all uniformed personnel requiring hands on participation.	These recommendations and/or practices are being evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 984, 985, 993, 999, 1002, 1093, 1373, 1385)	A
<a href="#">1093</a>		Require EOST training for all uniformed personnel requiring hands on participation.		A
<a href="#">1094</a>	ACAD	Develop video reenactment of officer involved critical incidents.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 605, 610, 623, 626, 995, 996, 1094, 1265)	A
<a href="#">1094</a>	ESD	Develop video reenactment of officer involved critical incidents.	CLOSED. The Academy accepted responsibility for further reporting on this review item.	A
<a href="#">1095</a>	ACAD	In the 70's when the Academy moved to West Sacramento, the motorcycle unit shared the EVOC training network with EVOC cadet training. The motorcycle classes were available when cadet training was not being performed.	The Motorcycle Training Program utilizes its own dirt and asphalt network. (Recommendations 992 and 1095)	A
<a href="#">1097</a>	ESD	Updated and current training videos of reenactments of shootings and other officer safety incidents.	ON-GOING. The Academy has accepted responsibility for this item.	A
<a href="#">1098</a>	ESD	Use reenactments and videos of critical incidents for training purposes	ON-GOING. The statewide CIIT Team meeting was postponed last quarter and has been rescheduled in September 2008. Participates will discuss this safety recommendation at the meeting.	A
<a href="#">1099</a>	ESD	Provide extensive training on crimes other than VC. Trends, gangs, drugs, probation/parole issues. There is a concern that most officers have no idea about what the issues are surrounding probation and parole and are therefore vulnerable when dealing with	CLOSED. GO 100.91 has recently been changed. Training is currently being conducted statewide Field Support Section is in the process of seeking review of the pre-approved Criminal Apprehension Training Program. This exhaustive training curriculum will provide specific training to road patrol officers relating to search and seizure policy, case law, trends and the current relevant tools needed to ensure compliance with CHP policy and the law.	A
<a href="#">1107</a>	IMD	GPS for patrol vehicles.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A

<a href="#">1109</a>	IMD	Cameras/GPS in all patrol cars	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
<a href="#">1111</a>	PMD	The Department needs to put the glory back into doing the main Highway Patrol job: writing tickets, handling accidents, assisting disabled motorists (working the beat). Take a look at our recruitment materials and departmental publications.	CHP Recruiters are very proud to be CHP officers and this attitude is reflected in their advertisements, on-hold button announcements, and recruitment seminars. The glory of law enforcement is not as popular as it once was for many reasons beyond our control. However, it stands to reason the recruiters have a harder job in these times, but the best candidate is one who appreciates and desires to serve their community. It is this candidate that truly brings glory to the job. Recruitment will continue to seek these candidates through branded recruitment advertisement which reflects the basis of the CHP - safety, service, and security.	A
<a href="#">1113</a>		More education about EAP re: availability for uniformed and non uniformed members.		A
<a href="#">1114</a>		Peer support should not be limited only to those involved in the incident.		A
<a href="#">1116</a>	PMD	Spend the money and make the necessary changes to the way we are recruiting so we can hire and retain qualified candidates instead of losing them to other agencies. For the time being, stop worrying about target recruitment and simply focus on the best candidate.	Recruitment efforts have been broad based for several years. Every effort is made to ensure the announcement of the acceptance of applications for the Cadet, California Highway Patrol (CHP), classification is made available to as many qualified candidates as possible, both statewide and nationwide.	A
<a href="#">1117</a>	PMD	We need more personnel. A lengthy discussion was had on the need for more personnel. Recruitment ideas: 1) allow for new recruits to know what command they will be assigned "on the front end" of the hiring.	The Department has been approved for 240 additional officers and 173 additional public safety dispatcher positions for the 2006/07 fiscal year. The Commissioner's "Pursue Your Future" Recruitment Tour of all eight field Divisions was completed in December to heighten recruitment efforts for cadet and public safety dispatcher classifications.	A
<a href="#">1120</a>	PMD	Use of nonuniformed staff for some special duty positions like evidence, FSP, backgrounds, school bus, etc.	With the approval of Executive Management, special duty positions may be performed by nonuniformed staff provided an appropriate classification can be determined. Some special duty positions may require peace officer status, in which case nonuniformed staff could not be	A



<a href="#">1142</a>	IMD	GPS in all patrol vehicles.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
<a href="#">1143</a>	IMD	Allied agencies have access to local jail booking photos and info for people who do not have identification present on them.	The CHP has established access to the Department of Justice Cal-Photo system. Access to this system is through the Intranet. ITS has recently released a new version of MDC software that supports Intranet connectivity and access to Cal-Photo on the MDC. Enforcement Services Division (ESD) is providing additional information regarding training and securing access to Cal-	A
<a href="#">1145</a>	IMD	Ability to interface with allied agencies databases for mug shots via MDC.	The CHP has established access to the Department of Justice Cal-Photo system. Access to this system is through the Intranet. ITS has recently released a new version of MDC software that supports Intranet connectivity and access to Cal-Photo on the MDC. Enforcement Services Division (ESD) is providing additional information regarding training and securing access to Cal-	A
<a href="#">1148</a>	IMD	Install GPS technology in all CHP vehicles.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
<a href="#">1149</a>	IMD	MDCs all CHP vehicles with GEO mapping capabilities.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A

<a href="#">1152</a>	IMD	The Department should place global positioning devices (GPS) in patrol to know where units are at all times.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
<a href="#">1156</a>	IMD	GPS	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	A
<a href="#">1166</a>	ASD	What happened to the trunk mounted lights being looked into a year ago?	Completed.	A
<a href="#">1166</a>		What happened to the trunk mounted lights being looked into a year ago?		A
<a href="#">1167</a>	ASD	Provide all patrol vehicles with LED light bars. With radar, we don't need to be stealth to catch speeders.	See item number 4.	A
<a href="#">1168</a>	ESD	Work with CalTrans to add a safety barrier to our SR-118 Pit Scale. Traffic flow has increased so much in the last few years it is becoming very dangerous to try and inspect trucks there.	CLOSED. Barrier installed. This recommendation is the same as #1005.	A
<a href="#">1169</a>	ACAD	Put shotguns or small rifles on all motorcycles	The Academy motorcycle training unit tested and evaluated mounted shotguns for motorcycles. The mounted shotgun creates a stability issue for the motorcycle. (Recommendations 648 and	A
<a href="#">1169</a>		Put shotguns or small rifles on all motorcycles.		A
<a href="#">1174</a>	ACAD	Purchase and equip all uniformed personnel with Tasers.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
<a href="#">1174</a>		Purchase and equip all uniformed personnel with Tasers.		A



<a href="#">1175</a>	PAD	Purchase the automated citation devices.	Closed. This item has been combined with recommendations 529, 569, 764, 942, and 1175 as they are duplicates.	A
<a href="#">1176</a>	ACAD	Purchase of tactical Kevlar helmets for patrol use.	The Department currently issues tactical Kevlar helmets to each uniformed employee. The Academy Tactical Training Program and Purchasing Services Unit are currently working in a coordinated effort to develop uniform specifications in order to establish a contract for the tactical	A
<a href="#">1176</a>		Purchase of tactical Kevlar Helmet for patrol use.		A
<a href="#">1177</a>	ACAD	Pursue getting a wash-and-wear uniform that looks good but can be used on regular duty. The Class A uniform gets dirty and damaged easily at accident scenes; also when arresting combative subjects.	The wash-and-wear uniform test was concluded and the feedback reviewed. A final report summarizing the results of the study was completed by Academy staff and forwarded to Executive Management. The results of the report were presented at the April 2007 Top Management Meeting. The unanimous decision was made to not proceed with the wash-and-wear uniform. (Recommendations 43, 225, 440, 919, 1068, 1177, 1247)	A
<a href="#">1178</a>	ASD/IMD	The Department should invest in global positioning devices for the patrol units to know where they are at all times.	See item number 774.	A
<a href="#">1178</a>		The Department should invest in global positioning devices for the patrol units to know where they are at all times.		A
<a href="#">1180</a>	ASD/ACD	Require higher ration on Overheads vs. Slick Tops.	(08/03/2007) No changes. FOS will install overhead emergency warning lights on all requested vehicles.	A
<a href="#">1181</a>	ACAD	Rubber grips should be approved for our weapons.	Specific to #57, 1181 - The only grips authorized for use on the S&W 4006 or 4006 TSW are S&W factory grips. The grip is an integral part of the pistol and S&W will not assume liability for non factory parts. After market rubber grips will not be approved. S&W currently has one rubber grip available; however, this grip can only be used by individuals with very large hands. After market slip-on rubber grips will also not be approved due to officer safety concerns with the slip-on grip interfering with the function of the pistol as the grip wears. Slip-on grips have to be removed for annual inspections, which causes further wear.	A
<a href="#">1181</a>		Rubber grips should be approved for our weapons		A
<a href="#">1182</a>	ASD/IMD	Scanners for all trunks	See item number 60.	A
<a href="#">1182</a>		Scanners for all trunks		A
<a href="#">1183</a>	PMD	The Department needs to put the glory back into doing the main Highway Patrol job: writing tickets, handling accidents, assisting disabled motorists (working the beat). Take a look at our recruitment materials and departmental publications.	CHP Recruiters are very proud to be CHP officers and this attitude is reflected in their advertisements, on-hold button announcements, and recruitment seminars. The glory of law enforcement is not as popular as it once was for many reasons beyond our control. However, it stands to reason the recruiters have a harder job in these times, but the best candidate is one who appreciates and desires to serve their community. It is this candidate that truly brings glory to the job. Recruitment will continue to seek these candidates through branded recruitment advertisement which reflects the basis of the CHP - safety, service, and security.	A

<a href="#">1184</a> -	PMD	Need to make recruitment a serious, on-going mandate by departmental personnel.	The Recruitment Unit has contracted with the marketing firm The Marketing Department (TMD). Part of the goals of the TMD Group is to conduct market research, a television commercial, a radio commercial, an 8-minute recruitment video, and a statewide media buy for the Department. The goal of this project is to develop a "branding message" and "look and feel" that can be used by all eight field Divisions. All creative materials will be given to the Divisions to use as needed when placing media advertisements. This approach would "brand" the CHP recruiting statewide.	A
<a href="#">1188</a> -		Personnel would like to see briefings being conducted soon after such incidents by Commanders.		A
<a href="#">1189</a> -	ASD	The whole administrative process throughout the state needs work. We have so much redundant cumbersome paperwork that is very time consuming.	(08/03/2007) No changes. FOS is not the OPI for this recommendation.	A
<a href="#">1189</a> -		The whole administrative process throughout the state needs work. We have so much redundant, cumbersome paperwork that is very time consuming.		A
<a href="#">1194</a> -		Salary increases and 12-hour shifts.		A
<a href="#">1196</a> -		Re-instate consent searches. Officers feel handcuffed in trying to do their job when we have one incident that went wrong, we have a knee-jerk reaction and stop the practice.		A
<a href="#">1197</a> -	OSR	We need stiffer penalties and stronger judges.	Closed. The Department actively supports legislation that increases public safety, motorist safety, and officer safety. The OSR regularly works with the Judicial Council of California to address penalty amounts for traffic violations. This past year OSR successfully lobbied the Judicial Council of California to increase penalties for crossing flare patterns, emergency incident zones, and speed. Additionally, bail amounts increased as a result of additional penalty assessments. The Department does not have a role in the selection of judges. State judges are	A
<a href="#">1198</a> -	ACAD	We waste too much time and effort on stupid public friendly projects. We need to get back to being a law enforcement agency. Make the public fear the consequences of being stopped by the CHP, and respect will follow.	Enforcement activity is part of the Department's Strategic Plan to prevent the loss of life, injuries, and property damage. The goal of the Strategic plan is to minimize the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, and engineering. In addition, the plan is intended to enforce the provisions of the California Vehicle Code and other laws to prevent crime. (Recommendations 752, 803, 835, 1205, 1198, 1277, 1303)	A
<a href="#">1200</a> -	ASD/ACF/ PAD	Reduce the amount of "paper projects" given to the field. Let them get back to basics.	Completed. BSS/Automated Business Solutions Unit has contributed to the reduction of paper publications with the On-Line Publications Library, the number of forms created in FormFlow for departmental use, and the reduction of unnecessary distribution of multiple forms.	A
<a href="#">1201</a> -	PMD	Incentive for officers who successfully recruit new officers.	Incentive for officers who successfully recruit new officers.	A

<a href="#">1202</a>	PMD	Other departments are becoming very competitive regarding benefits, wages, etc. to recruit new officers.	It is important that the CHP remain competitive with allied agencies for salary, incentives, and benefits, not only for recruitment purposes, but also for retention. Compensation is the primary driving force behind employment recruitment, and other benefits are key elements of retention and recruitment. The competition between allied agencies for good candidates is a larger problem today than compared to years past. Most allied agencies offer applicants the ability to work in the community where they currently live. To be competitive, it is imperative that the CHP offer a salary which offsets living expenses in the community in which officers work. This will be addressed by the OER during contract negotiations.	A
<a href="#">1204</a>	ACAD	Raise the priority of out service training funds they are not the first to be cut in times of tight fiscal times.	Due to the out-sourcing of the budget process in Fiscal Year 05/06. Divisions now have access to the line item budgets that dictate how out-service training monies will be expended. Therefore, training opportunities should be present for all employees that request training to enhance their job performance. These training opportunities are limited of course to available funding. (Recommendations 599, 624, 1204, 1367)	A
<a href="#">1204</a>	ASD/ACD	Raise the priority of out service training funds they are not the first to be cut in times of tight fiscal times.	(08/03/2007) No changes. FOS is not the OPI for this recommendation.	A
<a href="#">1205</a>	ACAD	Management has placed too much emphasis on enforcement (Strategic Plan). As a result, officer safety has declined.	Enforcement activity is part of the Department's Strategic Plan to prevent the loss of life, injuries, and property damage. The goal of the Strategic plan is to minimize the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, and engineering. In addition, the plan is intended to enforce the provisions of the California Vehicle Code and other laws to prevent crime. (Recommendations 752, 803, 835, 1205, 1198, 1277,	A
<a href="#">1207</a>		Uniform. Amending the uniform policy to allow a nighttime uniform, similar to the cold weather suit, with reflective writing or materials. Something similar to the utility uniform with reflective taping or material. This would make officers more visibl		A
<a href="#">1208</a>		There needs to be more supervision at all ranks. Any supervisory position needs to have the appropriate amount of administrative tasks commensurate with there assignment. Field sergeants should be in the field the majority of the time. There also needs		A
<a href="#">1209</a>		Provide more education and public awareness announcements regarding what the public should do when they are being stopped by the CHP on freeways. An example was, ask them to pull off the freeway at the next off ramp and stop on the surface street, becaus		A

<a href="#">1215</a> -	PMD	Use limited duty personnel to answer phones and assist service desk in dispatch.	Under HPM 10.7, Injury and Illness Case Management, Chapter 8, Limited-Duty/Return-to-work Policy, commanders can assign limited duty assignments to all employees, if medically appropriate. If appropriate, this would be a potential limited duty assignment. This recommendation could be implemented under current policy.	A
<a href="#">1216</a> -	ASD/PMD	The Department still has not taken seriously, adequate pay for clerical and dispatch personnel. We hire and train good solid employees who leave the Department as soon as they can for much higher pay and less work. We can retain these people if we paid	(08/03/2007) No changes. FOS is not the OPI for this recommendation.	A
<a href="#">1217</a> -	PMD	Use of nonuniformed staff for some special duty positions like evidence, FSP, backgrounds, school bus, etc.	With the approval of Executive Management, special duty positions may be performed by nonuniformed staff provided an appropriate classification can be determined. Some special duty positions may require peace officer status, in which case nonuniformed staff could not be	A
<a href="#">1218</a> -		Review staffing allocations not just based upon local populations, but consider adjacent population centers, regardless of geographical State or Nation. People from major Mexican cities do not stay in Mexico. They shop, work, and attend schools in our b		A
<a href="#">1219</a> -	PMD	There is a belief that the lack of proper staffing represents a lack of caring for officer safety, by both Department management and the legislature. (My editorial on this: Officers need someone to focus on.)	The Department has been approved for 240 additional officers. The Commissioner's "Pursue Your Future" Recruitment Tour of all eight field Divisions was completed in December to heighten recruitment efforts for the cadet classification.	A
<a href="#">1222</a> -	PMD	Use limited duty personnel to answer phones and assist service desk in dispatch.	Under HPM 10.7, Injury and Illness Case Management, Chapter 8, Limited-Duty/Return-to-work Policy, commanders can assign limited duty assignments to all employees, if medically appropriate. If appropriate, this would be a potential limited duty assignment. This recommendation could be implemented under current policy.	A
<a href="#">1223</a> -	PMD	Use of nonuniformed staff for some special duty positions like evidence, FSP, backgrounds, school bus, etc.	With the approval of Executive Management, special duty positions may be performed by nonuniformed staff provided an appropriate classification can be determined. Some special duty positions may require peace officer status, in which case nonuniformed staff could not be	A
<a href="#">1224</a> -	PMD	Aggressive recruitment – Sacramento Sheriff's Office has established a partnership with the armed forces for recruitment. They are talking to individuals about coming to work for the Sheriff's Office prior to them entering the armed forces.	CHP recruiters are encouraged to seek out candidates at the high school and college levels. The recruiters are also visiting military bases and inviting military personnel to test for the positions of cadet and public safety dispatcher so they will have employment following their terminal leave. The Recruitment Unit in Personnel Management Division has established partnerships with more than 43 military transition centers in the United States, Japan, Korea, and Europe.	A
<a href="#">1225</a> -		Public awareness campaign similar to Cal Tran's Slow for the Cone Zone.		A



<a href="#">1226</a> -	ACAL	Require viewing of recent Red Asphalt or other defensive driving video in driver training classes.	Officers currently receive four hours of driver training during Officer's Forum and are required to conduct four hours of commentary driving as a perishable skill every two years. An officer's defensive driving tactics can be evaluated by a supervisor during the ride-a-long process.	A
<a href="#">1228</a> -	PAD	Lidar/Radar collision warning device (activate emergency lights and/or siren and/or tone on portable radio).	Closed. This item has been combined with recommendations 203, 250, 544, 553, 775, 1228, 1240, and 1340 as they are duplicates.	A
<a href="#">1228</a> -		Lidar/Radar collision warning device (activate emergency lights and/or siren and/or tone on portable radio).		A
<a href="#">1229</a> -	PAD	Look for existing research studies that may provide operational or technological ideas. Resources include: National Law Enforcement and Corrections Technology Center (NLECTC), National Institute of Justice (NIJ), the Bureau of Justice Statistics (BJS).	This item has been combined with recommendations 208 and 1229 as they are duplicates.	A
<a href="#">1229</a> -		Look for existing research studies that may provide operational or technological ideas. Resources include: National Law Enforcement and Corrections Technology Center (NLECTC), National Institute of Justice (NIJ), the Bureau of Justice Statistics (BJS), I		A
<a href="#">1230</a> -	OSR	Lobby/push for increased traffic fines as a greater deterrent to violating traffic laws.	Closed. The Department actively supports legislation that increases public safety, motorist safety, and officer safety. The OSR regularly works with the Judicial Council of California to address penalty amounts for traffic violations. This past year OSR successfully lobbied the Judicial Council of California to increase penalties for crossing flare patterns, emergency incident zones, and speed. Additionally, bail amounts increased as a result of additional penalty	A
<a href="#">1230</a> -		Lobby/push for increased traffic fines as a greater deterrent to violating traffic laws.		A
<a href="#">1232</a> -		Staffing levels for the Areas should be based on activity levels. If commands see they will be losing staffing due to low activity, enforcement levels will rise. There should not be such a large discrepancy between the amount of activity an officer should		A
<a href="#">1233</a> -	PMD	Use of nonuniformed staff for some special duty positions like evidence, FSP, backgrounds, school bus, etc.	With the approval of Executive Management, special duty positions may be performed by nonuniformed staff provided an appropriate classification can be determined. Some special duty positions may require peace officer status, in which case nonuniformed staff could not be	A

<a href="#">1235</a> -	ESD	Reinstate the highway criminal interdiction teams to operate out of host Areas as teams of two to four highly trained and motivated officers equipped with a K-9.	CLOSED. GO 100.91 has recently been revised. Training is currently being conducted statewide. Field Support Section is in the process of seeking review of the pre-approved Criminal Apprehension Training Program. This exhaustive training curriculum will provide specific training to road patrol officers relating to search and seizure policy, case law, trends and the current relevant tools needed to ensure compliance with CHP policy and the law.	A
<a href="#">1236</a> -	PMD	In an effort to recruit more staffing, Officers are requesting to get 8 hours CTO for each phase the new recruit passes.	Incentive for officers who successfully recruit new officers.	A
<a href="#">1237</a> -		When additional personnel is needed in hazardous conditions (such as inclement weather) paying overtime is not an issue when providing coverage.		A
<a href="#">1238</a> -		Minimum staffing levels shall be maintained and working below priorities should be the exception regardless of overtime accumulated, especially for small commands.		A
<a href="#">1239</a> -		Re-evaluate our deployment of motors. We currently deploy motors on A and B watch until 2215 hours. Maybe we should consider making an additional overlap shift for afternoon motors that ends earlier or prohibit motors from working in hours of darkness.		A
<a href="#">1240</a> -	PAD	Work with Lawrence Livermore Lab to develop radar warning device which would be mounted in rear of all Departmental vehicles, which would identify vehicles approaching while stopped on the shoulder.	Closed. This item has been combined with recommendations 203, 250, 544, 553, 775, 1228, 1240, and 1340 as they are duplicates.	A
<a href="#">1240</a> -		Work with Lawrence Livermore Lab to develop radar warning device which would be mounted in rear of all Departmental vehicles, which would identify vehicles approaching while stopped on the shoulder. The beam on this device would be narrow and provide an		A
<a href="#">1241</a> -		Review enforcement procedures for compliance as part of monthly evaluations, ride-alongs, etc.		A



<a href="#">1242</a> -	ACAL	Talk to the violator's hands, focus on the chest. Always know where all subjects hands are. When you can't see hands, look at the eyes.	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
<a href="#">1242</a> -		Talk to the violator's hands, focus on the chest. Always know where all subjects hands are. When you can't see hands, look at eyes.		A
<a href="#">1243</a> -	ACAD	Officers must act instinctively, must know their equipment, where it is and how to use it without looking for it.	Currently taught and reinforced by Physical Training, Enforcement Tactics, and Advanced Officer Safety Training. Should also be reinforced at the Area level training days. Revision to HPM 70.6, Officer Safety Manual, will address the additional training required for Division OST officers. (Recommendations 907, 908, 1243)	A
<a href="#">1243</a> -		Officers must act instinctively, must know their equipment, where it is and how to use it without looking for it.		A
<a href="#">1244</a> -	ACAD	Know your limitations.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
<a href="#">1245</a> -	ACAD	Pay attention to the radio and try to maintain locations of other units. Know where beat partners are, how many are working, etc.	Currently in the review process of HPM 70.6, Officer Safety Manual. (Recommendations 909, 910, 911, 912, 914, 926, 947, 973, 1042, 1045, 1055, 1244, 1245, 1353)	A
<a href="#">1246</a> -	PMD	Create a civilian ride-a-long program to enhance recruitment, allow CHP Explorers credit towards the cadet testing process and allow lateral transfers from allied agencies to attend a modified Academy to increase number of officers on the road.	The field Division recruiters have established contacts in neighboring areas to facilitate ride-alongs for prospective Cadet, CHP, candidates, once they have completed the written test. SPB rules determine what preference points can be assigned and to whom. This suggestion is not within CHP's authority to change. Refer to #164 regarding lateral transfers.	A
<a href="#">1247</a> -	ACAD	Obtain a work uniform that is durable, stain resistant, less expensive, comfortable and washable (tan BDU's). Have our current uniforms strictly for administrative positions and formal occasions.	The wash-and-wear uniform test was concluded and the feedback reviewed. A final report summarizing the results of the study was completed by Academy staff and forwarded to Executive Management. The results of the report were presented at the April 2007 Top Management Meeting. The unanimous decision was made to not proceed with the wash-and-wear uniform. (Recommendations 43, 225, 440, 919, 1068, 1177, 1247)	A
<a href="#">1247</a> -		Obtain a work uniform that is durable, stain resistant, less expensive, comfortable and washable (tan BDU's). Have our current uniforms strictly for administrative positions and formal occasions.		A
<a href="#">1248</a> -	ACAD	Provide training in non-verbal communication. This will enhance officers' recognition of potential citizen aggression.	A decentralized training course titled "Core Body Language" is being taught and is now a Peace Officer Standards and Training certified course. Additionally, the Academy Criminal Law Unit has developed a Body Language and Criminal Behavior Class, which is taught to cadets, Officers' Forum, and Headquarters Decentralized Training. A body language and self evaluation training bulletin was prepared and published. A body language course was provided at the Academy (uniformed and nonuniformed) during the second quarter reporting period by the Academy's	A

<a href="#">1248</a> -		Provide training in non-verbal communication. This will enhance officers' recognition of potential citizen aggression.		A
<a href="#">1250</a> -		Take a close look at disciplinary incidents should occur prior to rushing to judgment and initiating a Form 8 and/or Adverse Action. Don't place officers in highly stressful positions where it could affect their job performance.	The perception that initiating an interview within the structure of a Form 8 interrogation is a "rush to judgment," ignores the Department's obligation to protect an employee's privileges under the Public Safety Officer Procedural Bill of Rights (POBR). The lowest level of training, counseling, and corrective action, as well as progressive discipline, is always the preferred method to address issues of misconduct. However, legal and policy requirements may restrict the methods employed when completing a fair and impartial investigation into the facts.	A
<a href="#">1251</a> -	ACAD	Research and develop policy to traffic stops at night in isolated areas, rural roads and mountain highways. Offer alternatives to approaching directly along right side. Approach in an arch out to the right of the subject vehicle where the officer can observe.	Recommend that provided there is sufficient space, officers move into an area of darkness or further away from vehicle for concealment during approach. (Recommendations 296 and 1251)	A
<a href="#">1251</a> -		Research and develop policy to traffic stops at night in isolated areas, rural roads and mountain highways. Offer alternatives to approaching directly along right side. Approach in an arch out to the right of the subject vehicle where the officer can ob		A
<a href="#">1252</a> -	OSR	Support legislation to increase penalty for carrying a concealed weapon, without a permit, from a misdemeanor to a felony.	Closed. Senate Bill 1545 (Poochigian) would have increased the penalties for carrying a concealed or loaded firearms under specified conditions. This bill failed passage in the Senate Appropriations Committee.	A
<a href="#">1253</a> -	ASD/PAD	Patrol vehicle emergency lights need to be updated, especially for areas with snow and inclement weather.	See item number 4	A
<a href="#">1255</a> -	ACAD	More less than lethal weapons and training.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
<a href="#">1255</a> -		More less than lethal weapons and training.		A
<a href="#">1256</a> -	ACAD	Re-examine policy of allowing solo officer cars at 0400 hours. Consider getting rid of solo officer shifts between 2230 and 0600 hours.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320, 1327)	A

<a href="#">1256</a>		Re-examine policy of allowing solo officer cars at 0400 hours. Consider getting rid of solo officer shifts between 2230 and 0600 hours.		A
<a href="#">1258</a>		Monitor and manage long overtime hours used by officers in association with regular work hours.		A
<a href="#">1259</a>	ACAD	Low bid, out dated weapon with high failure rate.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
<a href="#">1260</a>	ACAD	The use of motorcycles for enforcement should be examined. Motorcycles are involved in more collisions, they're less visible, provide less cover and are dangerous in pursuits.	These items were reviewed and discussed during the audit of the Department's Motorcycle Training Program. The audit deemed the use of the motorcycle a viable tool for the Department. (Recommendations 328, 441, 1260)	A
<a href="#">1260</a>		The use of motorcycles for enforcement should be examined. Motorcycles are involved in more collisions, they're less visible, provide less cover and are dangerous in pursuits.		A
<a href="#">1261</a>	ACAD	Utilize "Terry" pat-downs more or in all enforcement contacts.	Legal requirements for pat down/frisk are being addressed in 2007 Search and Seizure update Training developed by the Academy Criminal Law unit (CLU). (Recommendations 331 and	A
<a href="#">1261</a>		Utilize "Terry" pat-downs more or in all enforcement contacts.		A
<a href="#">1262</a>	PMD	There is no critical incident de-briefing for spouses and children of officers. Family members need support groups also.		A
<a href="#">1264</a>		Make Officers Forum mandatory for all officers every two, and if not possible, at least every three years.		A
<a href="#">1265</a>	ACAD	The Department should create a step-by-step computer generated recreation of all significant events.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 605, 610, 623, 626, 995, 996, 1094, 1265)	A
<a href="#">1266</a>		The Department should analyze the dangers inherent in complying with FLSA. The officers cited the problem of working long stretches due to FLSA requirements.		A

<a href="#">1268</a>	ASD	Slick top patrol vehicles should have clear left side spotlights to illuminate violators' vehicles.	See item number 346.	A
<a href="#">1268</a>		Slick top patrol vehicles should have clear left side spotlights to illuminate violators' vehicles.		A
<a href="#">1270</a>	ACAD	Officers feel there should be a better avenue for expressing problems and/or concerns to the commissioners. They cited the latest issue regarding defective service weapons.	Specific for #1270 - Officers can have their concerns reach the Commissioners through their chain of command, at Area training days during the Captain's presentation, and through their Area Representative.	A
<a href="#">1270</a>		Officers feel there should be a better avenue for expressing problems and/or concerns to the commissioners. They cited the latest issue regarding defective service weapons. The issue seemed to have stopped at the Academy until Commissioner Brown was mad		A
<a href="#">1271</a>	ASD/IMD	Technical device in patrol vehicles to read license plates on vehicles stops with immediate notification to dispatch. This device should also establish locations (GPS), in car cameras with audio and driver license readers/scanners to assist in rapid compliance.	See item numbers 767 and 774.	A
<a href="#">1272</a>	ASD	Updating patrol vehicles safety issues – lights on doors, in trunk (when opened) and more LED lights on patrol vehicles to make them more visible.	See item numbers 4 and 14.	A
<a href="#">1272</a>		Updating patrol vehicle safety issues - lights on doors, in trunk (when opened) and more LED lights on patrol vehicles to make them more visible.		A
<a href="#">1273</a>	ACAD	limit the use of motorcycles.	Motorcycle audit reviewed and addressed, no changes to current policy. (Recommendations 665, 666, 685, 705, 1061, 1273, 1311)	A
<a href="#">1275</a>	PMD	Regarding recruitment and retention, officers believe the Department needs to come in line with other agencies regarding work shifts (alternate work schedules), technology and equipment to be competitive with the others.	A task force comprised of assistant chiefs has been convened to evaluate the concept of alternate workweeks. Furthermore, the OER advised some Area offices still offer the 9/80 alternate workweek schedule. OER advised the start date of the 3/12 study of 13 Area offices began January 1, 2007. The test duration will be one year.	A



<a href="#">1276</a> -	PMD	'We need to implement accepting lateral transfers so we can get more highly qualified officers in the field.	'This concept was forwarded to Executive Management for consideration, and the Commissioner decided not to move forward on this concept at this time.	A
<a href="#">1276</a> -		Take Lateral transfers		A
<a href="#">1277</a> -	ACAD	Push for activity from sluggish Officers.	Enforcement activity is part of the Department's Strategic Plan to prevent the loss of life, injuries, and property damage. The goal of the Strategic plan is to minimize the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, and engineering. In addition, the plan is intended to enforce the provisions of the California Vehicle Code and other laws to prevent crime. (Recommendations 752, 803, 835, 1205, 1198, 1277,	A
<a href="#">1277</a> -		Push for activity from sluggish Officers		A
<a href="#">1278</a> -	PMD	Use of nonuniformed staff for some special duty positions like evidence, FSP, backgrounds, school bus, etc.	With the approval of Executive Management, special duty positions may be performed by nonuniformed staff provided an appropriate classification can be determined. Some special duty positions may require peace officer status, in which case nonuniformed staff could not be	A
<a href="#">1279</a> -	ACAD	Respond two officers to all pedestrian calls, since many times they are 51-50.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A
<a href="#">1279</a> -		Respond two officer to all pedestrian calls, since many times they are 51-50.		A
<a href="#">1281</a> -		Officer's radio transmissions should be handled first by dispatch. Often we hear "Stand by, I'm on a 911 call".		A
<a href="#">1284</a> -	ACAD	No solo units at 4 AM just to write tickets.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A
<a href="#">1285</a> -		Officers out on a possible DUI stop with FSTs should advise dispatch.		A
<a href="#">1286</a> -	ACAD	State wide, write tickets for 5-10 over the limit. We have given up the farm and need to take it back.	Officers are currently authorized and encouraged to write citations to individuals exceeding the speed limit by five or ten mph. Speed enforcement is a top priority of the Department's mission.	A
<a href="#">1286</a> -		State wide, write tickets for 5-10 over the limit. We have given up the farm and need to take it back.		A
<a href="#">1287</a> -	ACAD	We could also consider directing people off the freeway to perform all Field Sobriety Tests (FSTs).	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A
<a href="#">1287</a> -		We could also consider directing people off the freeway to perform all FST's.		A
<a href="#">1288</a> -		Some type of campaign as Cal Trans had a few years ago, "Give em a Brake".		A

<a href="#">1289</a> -	ACAD	With the issuance of a new weapon and leather gear, the Department should seriously evaluate and issue a holster of the best quality, keeping in mind retention of the weapon during a struggle. Many officers have purchased "triple threat" holsters with their own money	Specific for #682, 781, 1289, 1508 - The Department currently issues Level I holsters. Level III's are not for everyone and requires specialized training. The Department authorized a reimbursement up to \$150.00 for each uniformed employee to purchase an authorized holster. Employees may elect to purchase a Level III holster	A
<a href="#">1290</a> -	ACAD	Take potential DUI suspects off freeway before stopping when possible.	Officers are always encouraged to make stops in a safe location and take enforcement actions off the freeway whenever possible. However, officers must be given the choice based on the totality of each individual incident.	A
<a href="#">1290</a> -		Take potential DUI suspects off freeway before stopping when possible		A
<a href="#">1291</a> -		Use of Public Service Announcements (PSAs) via news media outlets to convey the importance of safe driving habits, as well as emphasizing the need to drive to a safe location (off the freeway whenever possible) when the subject of an enforcement stop, and		A
<a href="#">1292</a> -	ACAD	Seeking outside expertise to evaluate our "traditional" approach to officer safety and committing ourselves to genuinely putting safety first.	A review/revision of the HPM 70.6, Officer Safety Manual is in progress. (Recommendations 690 and 1292)	A
<a href="#">1292</a> -		Seeking outside expertise to evaluate our "traditional" approach to officer safety and committing ourselves to genuinely putting safety first.		A
<a href="#">1293</a> -	ACAD	We need to have better back-up on Driving Under the Influence stops, especially with solo officers.	There is no current policy that prohibits officers from calling for back-up, this is a command level decision. Particular concerns in an Area should be addressed through the Area's occupational Safety Committee. Enforcement Tactics does not recommend any changes to policy. (Recommendations 691, 734, 1293, 1323)	A
<a href="#">1293</a> -		We need to have better back-up on DUI stops, especially with solo officers.		A
<a href="#">1296</a> -	ACAD	Motors are often seen making stops in the center dividers. They should re-direct violators to the right shoulder whenever possible.	Addressed in policy, HPM 70.6, Officer Safety Manual, Chapter 3, Apprehension of a Traffic Violator, Page 3-1, 2(b)(1), Choosing a Safe Location. (Recommendations 695 and 1296	A
<a href="#">1296</a> -		Motors are often seen making stops in the center dividers. They should re-direct violators to the right shoulder whenever possible.		A



<a href="#">1297</a>	ACA	officers should really know their Area, and not turn on the red light until they are near an off-ramp where they can direct people off the freeway.	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A
<a href="#">1297</a>		Officers should really know their Area, and not turn on the red light until they are near an off-ramp where they can direct people off the freeway.		A
<a href="#">1298</a>	ACAD	We need to revisit how we do Field Sobriety Tests (FSTs) on the roadside. With the use of evidentiary Preliminary Alcohol Screening (PAS) devices, is it necessary to do all of the Field Sobriety Tests (FSTs)? Can we just go on driving observations and the Preliminary Alcohol Screening (PAS) device result, so there is not so much time spent on the side of the road.	Impairment and influence are not solely determined by the Preliminary Alcohol Screening device. Case law supports this. In addition, drug impairment would not be identified without other Field Sobriety Tests.	A
<a href="#">1298</a>		We need to revisit how we do FST's on the roadside. With the use of evidentiary PAS devices, is it necessary to do all of the FST's? Can we just go on driving observations and the PAS result, so there is not so much time spent standing on the side of th		A
<a href="#">1299</a>	ACAD	Regarding officers being struck while on stops on freeway shoulders, many years ago the Department implemented policy directing that patrol car rear warning lights be turned off while stopped on shoulder. Has a review of our collisions of this type been computed.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exist. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A
<a href="#">1299</a>	PAD	Regarding officers being struck while on stops on freeway shoulders, many years ago the Department implemented policy directing that patrol car rear warning lights be turned off while stopped on shoulder. Has a review of our collisions of this type been computed.	Emergency Lights: California Highway Patrol (CHP) policy is regulated by Vehicle Code Sections 25268 and 25269. CHP Policy allows red and blue lights be displayed during times of extreme hazards, however, does not regulate the use of amber lights. It is only recommended amber lights be turned off when no unusual hazard(s) exists. (For recommendations 1, 301, 393, 427, 487, 700, 733, 928, 1299)	A

<a href="#">1299</a> -		Regarding officers being struck while on stops on freeway shoulders, many years ago the Department implemented policy directing that patrol car rear warning lights be turned off while stopped on shoulder. Has a review of our collisions of this type been		A
<a href="#">1300</a> -	ESD	Less weapons are being taken off the streets due in part to our inability to conduct consent searches. The feeling is that when an officer gets that "sixth sense" and has no other PC, they are proceeding with the stop and could be putting themselves in jeopardy.	CLOSED. Consent searches have been approved by Executive Management. G.O. 100.91 has been revised to include policy and training. Every uniformed employee will be required to attend search and seizure training prior to conducting consent searches. Consent search training began with Top Management in November 2006. Area commanders were trained in December 2006. Training will be provided to field personnel during the first quarter of 2007. This recommendation is the same as #1033.	A
<a href="#">1300</a> -		Less weapons are being taken off the streets due in part to our inability to conduct consent searches. The feeling is that when an officer gets that "sixth sense" and has no other PC, they are proceeding with the stop and could be putting themselves in j	Completed. As the settlement agreement has ended, the Department is in the process of re-establishing departmental policy permitting consent searches in specific circumstances. The OPI for the new policy is Field Support Section (FSS). ORM has no further involvement regarding this issue.	A
<a href="#">1301</a> -	ACAD	More aggressive enforcement of persons who stop on the freeway without appropriate cause; install additional non-emergency stop signs at all freeway entrances in conjunction with no peds/bicycles signs.	Commanders are always encouraged to identify problem areas and violations within their command and take appropriate enforcement action. Cal Trans will be notified of the suggestion for additional signs.	A
<a href="#">1302</a> -	ACAD	When single officers make a stop have another available unit start that way to back them up.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A
<a href="#">1302</a> -		When single officers make a stop have another available unit start that way to back them up.		A
<a href="#">1303</a> -	ACAD	Sergeants hound officers for activity and they are less likely to assist other officers on non-emergency stops.	Enforcement activity is part of the Department's Strategic Plan to prevent the loss of life, injuries, and property damage. The goal of the Strategic plan is to minimize the loss of life, personal injury, and property damage resulting from traffic collisions through enforcement, education, and engineering. In addition, the plan is intended to enforce the provisions of the California Vehicle Code and other laws to prevent crime. (Recommendations 752, 803, 835, 1205, 1198, 1277,	A
<a href="#">1304</a> -	ACAD	Sergeants won't authorize OT, even when there is only one unit working graveyard.	Overtime is at the discretion of the Division commander and/or Area commander.	A

<a href="#">1304</a>		Sergeants won't authorize OT, even when there is only one unit working graveyard.		A
<a href="#">1307</a>	ASD/ACF	We need to improve the level of protection of our clerical staff in the reception area of our offices.	Completed. Facilities Section recommends the clerical area be included when Area security assessments are completed. Any recommendations involving facility modification or equipment purchase would need to be included in the Area's budget process and/or submitted via CHP	A
<a href="#">1308</a>	ESD	Adopt abbreviated reporting procedures for property damage and injury collisions.	CLOSED. This recommendation is the same as #389, #935, #1048 and #1063.	A
<a href="#">1308</a>		Short form 11-81 reports and a different format for 11-82 reports to reduce exposure to traffic.		A
<a href="#">1309</a>	ASD/IMD/ ACD	Run 28s and 29s on a license plate before stopping the vehicle. Would require additional COMM center staffing and policy change. Ideally, MDCs would take care of this problem. All units should be equipped with MDCs.	(08/03/2007) No changes. FOS is not the OPI for this recommendation.	A
<a href="#">1310</a>		We need consistent communication with allied agencies relative to wanted suspects, habitual offenders, active investigations, active gang or ring activity		A
<a href="#">1311</a>	ACAD	Motors should not be working after 2000. Are we utilizing our motors efficiently or relying of past-practice.	Motorcycle audit reviewed and addressed, Area commanders decision based on operational needs of Area.	A
<a href="#">1312</a>	ACAD	Pitch entire vehicle slightly to the left when making traffic stops instead of just the wheels. This will send the entire vehicle away from the shoulder in the event of a rear impact and provides a safety corridor as the officer approaches the vehicle.	There is currently no policy that prohibits this practice. However, this practice will be evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 452, 460, 467, 716, 1312)	A
<a href="#">1312</a>		Pitch entire vehicle slightly to the left when making traffic stops instead of just the wheels. This will send the entire vehicle away from the shoulder in the event of a rear impact and provides a safety corridor as the officer approaches the vehicle.		A
<a href="#">1313</a>	ACAD	We need a policy change to require a beat partner to roll and assist on a DUI stop, 12500 or 14601 stop.	Officers are encouraged through training to request additional assistance when needed, especially stops that may lead to an arrest. A requirement for this procedure will be explored; however, staffing shortages may be an issue.	A
<a href="#">1313</a>		We need a policy change to require a beat partner to roll and assist on a DUI stop, 12500 or 14601 stop.		A

<a href="#">1314</a> -	OSK	Re-evaluate and support the "move over" legislation requiring motorists to move away from law enforcement activity taking place on the shoulder of a highway.	Closed. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Information about this law is contained in the New Laws segment of first quarter decentralized training.	A
<a href="#">1314</a> -		Re-evaluate and support the "move over" legislation requiring motorists to move away from law enforcement activity taking place on the shoulder of a highway.		A
<a href="#">1315</a> -	ACAD	Make it clear to officers that they have the backing of the Department to use the necessary force to affect the arrest. Many officers are worried about complaints or the Monday morning scrutiny of the Department and are too passive with violators.	The appropriate level of force and force continuum are outlined in HPM 70.6, Officer Safety Manual which serves as a guide for managers on the use of force.	A
<a href="#">1315</a> -		Make it clear to officers that they have the backing of the Department to use the necessary force to affect the arrest. Many officers are worried about complaints or the Monday morning scrutiny of the Department and are too passive with violators.		A
<a href="#">1317</a> -	ACAD	Stress the importance of making traffic stops in safe locations.	Choosing a safe location is addressed in HPM 70.6, Officer Safety Manual, Chapter 3. (Recommendations 680, 721, 731, 736, 741, 1072, 1075, 1287, 1297, 1317)	A
<a href="#">1317</a> -		Stress the importance of making traffic stops in safe locations		A
<a href="#">1318</a> -	ACAD	Limit exposure time on the side of the road by considering either checking a box on the 215 to verify Insurance information, or just writing "verified," rather than taking the time to write the insurance company name and policy number.	Section 16028(b) of the California Vehicle Code states, "The peace officer shall request and write the driver's evidence of the financial responsibility on the notice to appear, except when the peace officer is unable to write the driver's evidence of financial responsibility on the notice to appear due to an emergency that requires his or her presence elsewhere." As such, the recommended change would require an amendment to current law. (Recommendations 833, 1318)	A
<a href="#">1318</a> -	PAD	Limit exposure time on the side of the road by considering either checking a box on the 215 to verify Insurance information, or just writing "verified," rather than taking the time to write the insurance company name and policy number.	Closed. This item has been combined with recommendations 128, 401, 466, and 1318 as they are duplicates.	A



<a href="#">1318</a> -		Limit exposure time on the side of the road by considering either checking a box on the 215 to verify Insurance information, or just writing "verified," rather than taking the time to write the insurance company name and policy number. (By July 06, DMV w	Section 16028(b) of the California Vehicle Code states, "The peace officer shall request and write the driver's evidence of the financial responsibility on the notice to appear, except when the peace officer is unable to write the driver's evidence of financial responsibility on the notice to appear due to an emergency that requires his or her presence elsewhere." As such, the recommended change would require an amendment to current law. (Recommendations 833, 1318)	A
<a href="#">1320</a> -	ACAD	Two person cars after dark.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A
<a href="#">1321</a> -	ACAD	Wearing of reflective vests by personnel on 11-84 details or while working traffic collisions.	At several Departmental Occupational Safety Board (DOSB) meetings, Planning and Analysis Division discussed the recent ruling of US Federal Highway Rule, CFR 23, Part 634, which mandates the wearing of reflective vests under certain circumstances. This mandate will become effective November 2008. At the November 2007 DOSB meeting, the Academy was assigned as the new OPI for this project. Comprehensive performance specifications for the high-visibility vest have been developed and submitted to the Department of General Services for initiation of the Invitation for Bids to purchase the vests. (Recommendations 20, 325, 476, 643, 650, 702,	A
<a href="#">1321</a> -	PAD	Wearing of reflective vests by personnel on 11-84 details or while working Traffic Collisions.	This item has been combined with recommendations 650, 1004, and 1321 as they are duplicates.	A
<a href="#">1321</a> -		Wearing of reflective vests by personnel on 11-84 details or while working Traffic Collisions.		A
<a href="#">1323</a> -	ACAD	We should use the practice of other agencies by rolling an additional unit for any Driving Under the Influence stop or in-custody situations.	There is no current policy that prohibits officers from calling for back-up, this is a command level decision. Particular concerns in an Area should be addressed through the Area's occupational Safety Committee. Enforcement Tactics does not recommend any changes to policy. (Recommendations 691, 734, 1293, 1323)	A
<a href="#">1323</a> -		We should use the practice of other agencies by rolling an additional unit for any DUI stop or in-custody situation		A
<a href="#">1324</a> -	ACAD	Were the shooting deaths of our officer tactical errors? After review of each incident make recommendations for any changes in policy or tactics.	The Academy is continuing with quarterly training DVDs based on CHP shooting incidents. The "Commerce Shooting" video has been completed and distributed. The "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. (Recommendations 492 and 1324)	A
<a href="#">1324</a> -		Were the shooting deaths of our officer tactical errors? After review of each incident make recommendations for any changes in policy or tactics.		A
<a href="#">1327</a> -	ACAD	Partner all officers on all shifts.	Currently, there is nothing in policy that prohibits an officer from calling for another unit/cover unit for any reason. The need to pair up officers during hours of darkness is an Area operational consideration. (Recommendations 684, 745, 747, 887, 890, 1256, 1279, 1284, 1302, 1320,	A

<a href="#">1328</a>	ACAD	Re-visit approach tactics on vehicle stops.	Specific to #508 - During the review process of HPM 70.6, Officer Safety Manual, the Academy reviews tactical approaches to vehicles. The Academy sits as a subject matter expert on the Peace Officer Standards and Training Traffic Enforcement committee and as a member of the Law Enforcement Officers Killed and Assaulted committee. During these two committee meetings, officer safety tactics are continually reviewed and discussed.	A
<a href="#">1328</a>		Re-visit approach tactics on vehicle stops		A
<a href="#">1331</a>	ASD/IMD	Radio system and the rest of the equipment in patrol cars. The low band radio uses a huge, heavy, bulky system and the quality and capabilities are limited. Why not get past the old way of thinking and take a big step into the 21st century with a statew	See item number 952.	A
<a href="#">1332</a>	ASD/PAD	There's a perception that Department repeatedly buys "low bid, low quality" or "last year's model" equipment, i.e.: Visteon equipment. We recommend that as part of purchasing any technical equipment, the Department look at what other departments are using.	See item number 769.	A
<a href="#">1333</a>		Provide decent databases like ARJIS to all officers.		A
<a href="#">1340</a>	ASD/IMD	Rear Movement Detecting Lasers	(08/03/2007) No changes. FOS will install any new system identified and procured by PAD.	A
<a href="#">1340</a>	PAD	Rear Movement Detecting Lasers.	Closed. This item has been combined with recommendations 203, 250, 544, 553, 775, 1228, 1240, and 1340 as they are duplicates.	A
<a href="#">1340</a>		Rear Movement Detecting Lasers.		A
<a href="#">1342</a>	ASD/IMD	MDCs all CHP vehicles with GEO mapping capabilities.	(08/03/2007) No changes. FOS will install any new system identified and procured by IMD.	A
<a href="#">1342</a>		MDCs all CHP vehicles with GEO mapping capabilities.		A
<a href="#">1343</a>	ACAD	Purchase digital cameras for all officers for use in documenting accident scenes. Used in lieu of sketches and diagrams.	The current detail required when producing factual diagrams is necessary for reconstruction of a collision and to successfully prosecute offenders. Although the use of digital cameras is a good idea, they would have to be used in addition to current diagramming procedures. If they were to replace current procedures, aerial photographs would be required and would be extremely expensive. (Recommendations 689, 1343)	A
<a href="#">1345</a>	ASD/IMD	Upgrade computers (MDCs) in vehicles to work with office computers and PDAs.	(08/03/2007) No changes. FOS will install any new system identified and procured by IMD.	A
<a href="#">1346</a>	ASD/IMD	New radios in vehicles with ability to communicate with allied agencies.	See item number 952.	A

<a href="#">1348</a>	ASD/...	Voice activated system in patrol cars that allows for giving the license plate of the S/V as it is pulling over. Information would be run through DMV and wants/warrants system.	See item number 769.	
<a href="#">1349</a>	ACAD		The Academy has developed a Body Language and Criminal Behavior Class, which is being presented to cadets, Officers' Forum, and HQ Decentralized Training. Additional training classes are also being developed by Field Support Section. (Recommendations 578, 592, 1349, 1359)	A
<a href="#">1349</a>		More training on criminal behavior, interrogation techniques, criminal identification, etc.		A
<a href="#">1350</a>	ACAD	Our OST/PMA tactics are out-dated. They have become ineffective over the years, as most criminals have experienced them several times over. The program now works for only the compliant people. We do not receive sufficient training to be confidently prepared.	Advanced Officer Safety Training (AOST) addresses non-compliant subjects. The AOST classes are currently offered for a total of 48 times per year. The classes are offered approximately four times a month at the Academy and/or Clark Training Center. (Recommendations 582, 591, 1091, 1350)	A
<a href="#">1351</a>	ACAD	There was an interest in more hand-to-hand combat training (hair pulling, eye poking, etc.)	Currently contained within the AOST curriculum and being considered during the review of HPM 70.6 as part of the 199 Officer Safety Certification process. (Recommendations 583 and 1351)	A
<a href="#">1351</a>		There was an interest in more hand-to-hand combat training (hair pulling, eye poking, etc.)		A
<a href="#">1352</a>		Review and discussion of specific incidents, in detail, when an employee is seriously injured or killed. The purpose of the discussion is to determine if applicable policies were followed, and if the policy is appropriate. The employees would compare th		A
<a href="#">1353</a>		Re-emphasize pick and choose where to make stops. When stops are made, re-emphasize evaluating surroundings, stand behind guard rails, watch traffic as well as suspect. Basic stuff needs to be continually trained on.		A
<a href="#">1353</a>	ACAD	Re-emphasize pick and choose where to make stops. When stops are made, re-emphasize evaluating surroundings, stand behind guard rails, watch traffic as well as suspect. Basic stuff needs to be continually trained on.	Specific to #947 & 1055 - Starting in 2006, all uniformed personnel were issued a California Peace Officer's Legal Sourcebook annually. Officers must draw from their training and take necessary steps to ensure their primary concern is their own safety.	A

<a href="#">1354</a>	ACAD	Need to fight complacency and many admitted that this series of events is a significant reminder.	Already covered in training. (Recommendations 974 and 1354)	A
<a href="#">1355</a>	ACAD	The department lacks in search and seizure updated training in which we could all benefit from.	The Academy Criminal Law Unit (CLU) developed Search and Seizure Update Training lesson plan, presented train the trainer for commanders to teach statewide. CLU assisted with the revision of G.O. 100.91, Search and Seizure Policy. (Recommendations 975 and 1355)	A
<a href="#">1355</a>		The department lacks in search and seizure updated training in which we could all benefit from.		A
<a href="#">1356</a>	ACAD	The increased push for activity has caused officers to rush and not be as attentive as they should be to OST/PMA, often letting their guard down.	Starting in 2006, all uniformed personnel were issued a California Peace Officer's Legal Sourcebook annually. Officers must draw from their training and take necessary steps to ensure their primary concern is their own safety. (Recommendations 976 and 1356)	A
<a href="#">1357</a>	ACAD	Many people felt we had adequate and appropriate training, but the officer/employee did not stay proficient or focused within their own sphere of responsibility.	The Department requires officers to attend monthly, quarterly, and annual training in an attempt to keep them focused and well trained. In addition, the Solid Realistic Ongoing Verifiable Training (SROVT) scenarios are designed to make everyday a training day. All training is constantly being reviewed and adjusted as new ideas and programs are discovered.	A
<a href="#">1358</a>	ACAD	The Department is more concerned about civil liability than officer safety. One Example: EOST used to train people to approach vehicles with the hands resting on their gun (still holstered). They were directed by the Academy to stop telling officers.	Officer Safety is continually stressed during the officer safety certification training process as well as through the Solid Realistic Ongoing Verifiable Training scenarios. (Recommendations 842, 978, 1358)	A
<a href="#">1358</a>		The Department is more concerned about civil liability than officer safety. One example: EOST used to train people to approach vehicles with their hands resting on their gun (still holstered). They were directed by the Academy to stop telling officers	Completed. The Department is greatly concerned about officer safety, as is the Office of Risk Management (ORM). Protecting our personnel is paramount and from a cost standpoint, both personally and professionally, it is imperative. The ORM will review and study training programs from both an officer safety/risk management standpoint. Risk management programs also can provide substantial cost savings allowing resources not expended in the settlement of civil litigation and worker's compensation claims through the management of risk to be used for other programs such as those associated with officer safety.	A
<a href="#">1359</a>	ACAD	Many injuries and deaths are caused by reduced mental awareness or alertness. Develop a training course in mental awareness and alertness.	The Academy has developed a Body Language and Criminal Behavior Class, which is being presented to cadets, Officers' Forum, and HQ Decentralized Training. Additional training classes are also being developed by Field Support Section. (Recommendations 578, 592, 1349, 1359)	A
<a href="#">1359</a>		Many injuries and deaths are caused by reduced mental awareness or alertness. Develop a training course in mental awareness and alertness.		A
<a href="#">1360</a>	ACAD	More one on one time with an officer safety instructor (OST, FOTS, etc.) Doing these things in front of other officers sets up an environment where the officer could be embarrassed in front of his/her peers.	Training is not designed to embarrass our officers but to identify any weaknesses and reinforce their knowledge and skills to survive a critical incident. (Recommendations 593, 1360, 1363)	A



<a href="#">1360</a> -		More one on one time with an officer safety instructor (OST, FOTS, etc.) Doing these things in front of other officers sets up an environment where the officer could be embarrassed in front of his/her peers.		A
<a href="#">1361</a> -	ACAD	Officers need to have a game plan with their partners if something goes wrong and a suspect gets the drop on a partner officer. The same goes for DUI checkpoints.	Current policy states, "observe and follow occupant's hand movement" - hands kill. A violator's hands are not visible in the rear view mirror. (Recommendations 898, 901, 1038, 1242)	A
<a href="#">1361</a> -		Officers need to have a game plan with their partners if something goes wrong and a suspect gets the drop on a partner officer. The same goes for DUI checkpoints.		A
<a href="#">1362</a> -	ACAD	Update outdated training videos. More updated training.	The Academy's Enforcement Tactics Unit is currently developing the "Will to Survive" and "Significant Incident" training videos. The "Commerce Shooting" video has been completed and the "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. In addition the Commission on Peace Officer Standards and Training (POST) sends out monthly videos/DVDs on case law updates and police training topics. All Divisions receive these DVDs directly from POST. They are current and well made. (Recommendations	A
<a href="#">1363</a> -	ACAD	Provide on going back to basics traffic stop training covering the things most officers have become complacent about.	Training is not designed to embarrass our officers but to identify any weaknesses and reinforce their knowledge and skills to survive a critical incident. (Recommendations 593, 1360, 1363)	A
<a href="#">1363</a> -		Provide on going back to basics traffic stop training covering the things most officers have become complacent about.		A
<a href="#">1364</a> -		More detailed discussion on incidents (critiquing), the quicker the better.		A
<a href="#">1366</a> -	ACAD	Make Advanced Officer Safety Training mandatory.	Forty Advanced Officer Safety Training classes are offered throughout the year. Class size is limited to 16 per class. In 2006, the number of officers that attended the Advanced Training Officer Safety Training (AOST) classes was 607. (Recommendations 625, 929, 961, 1366, and	A
<a href="#">1366</a> -		More FOTS and Advanced Officer Safety Training		A
<a href="#">1367</a> -	ACAD	Make more out-service training available to officers, such as weapons and self-defense training.	Due to the out-sourcing of the budget process in Fiscal Year 05/06. Divisions now have access to the line item budgets that dictate how out-service training monies will be expended. Therefore, training opportunities should be present for all employees that request training to enhance their job performance. These training opportunities are limited of course to available funding. (Recommendations 599, 624, 1204, 1367)	A
<a href="#">1367</a> -		Make more out-service training available to officers, such as weapons and self-defense training.		A

<a href="#">1368</a>	ACAD	Update outdated training videos. More updated training.	The Academy's Enforcement, Tactics Unit is currently developing the "Will to Survive" and "Significant Incident" training videos. The "Commerce Shooting" video has been completed and the "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. In addition the Commission on Peace Officer Standards and Training (POST) sends out monthly videos/DVDs on case law updates and police training topics. All Divisions receive these DVDs directly from POST. They are current and well made. (Recommendations	A
<a href="#">1369</a>		Use the Academy for more training and stop using it to train allied agencies. We should go back to the Academy every three years for in-service training.		A
<a href="#">1371</a>	ACAD	Replace the Department's current decentralized training program with a new Academy Training Program.	Areas must seek ways to enhance current curriculum. The curriculum in place is mandated by the Commission on Peace Officers Standards and Training and cannot be changed. Due to the geographic nature of the Department, training must remain decentralized. (Recommendations	A
<a href="#">1371</a>		Replace the Department's current decentralized training program with a new Academy Training Program.		A
<a href="#">1372</a>	ACAD	More "red man" suit training. Make training as realistic as possible. Would require evaluations of each officer to insure they were able to handle this type of training.	Both of these were recommended in the March 2006 decentralized training audit by Academy. Advanced Officer Safety Training is a statewide training program that provides realistic hands-on training. (Recommendations 981, 983, 1082, 1372)	A
<a href="#">1372</a>		More realistic training is needed		A
<a href="#">1373</a>		Require participation in simunition training.		A
<a href="#">1374</a>	ACAD	Review mandated POST training requirements to free up Training Days for more officer safety training.	Peace Officer Standards and Training (POST) requirements are reviewed by the Academy POST Unit. Although the training is mandated and required to be taught, Academy staff participates in working groups in an attempt to influence decisions. (Recommendations 615 and	A
<a href="#">1375</a>		Requirement for In-service training to be conducted every 3 years. Training to focus on officer safety, current critical incidents, range training, EVOC training: including training on the high speed course.		A
<a href="#">1376</a>		Require riding motor sergeants to obtain CMTO status within two years of riding as a sergeant. Motor sergeants are selected strictly on their ability to motivate. Leadership through example will have a direct correlation to unit safety, motivation, acco		A

<a href="#">1377</a>	ACAD	The Department's CMTO program needs a face lift to meet current needs and documentation. With our current CMTO program, CMTO's are not required to recertify. We want CMTO to re-certify annually, demonstrating skills and ability to instruct.	These items were reviewed and discussed during the audit of the Department's Motorcycle Training Program. (Recommendations 990 and 1377)	A
<a href="#">1377</a>		The Department's CMTO program needs a face lift to meet current needs and documentation. With our current CMTO program, CMTO's are not required to recertify. We want CMTO to re-certify annually, demonstrating skills and ability to instruct. The 10 day		A
<a href="#">1380</a>	ACAD	Make Advanced Officer Safety Training mandatory.	Forty Advanced Officer Safety Training classes are offered throughout the year. Class size is limited to 16 per class. In 2006, the number of officers that attended the Advanced Training Officer Safety Training (AOST) classes was 607. (Recommendations 625, 929, 961, 1366, and	A
<a href="#">1380</a>		Make Advanced Officer Safety Training mandatory		A
<a href="#">1381</a>		Train on combating complacency		A
<a href="#">1382</a>	ACAD	PMA/OST certifications quarterly, including scenario based training.	PMA/OST certifications quarterly is not necessary. Scenario based training is available. Advanced Officer Safety Training and Forced Option Training Simulator is available to all Areas. (Recommendations 631 and 1382)	A
<a href="#">1382</a>		PMA/OST certifications quarterly, including scenario based training		A
<a href="#">1383</a>	ACAD	Train every Officer to use the Taser.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	A
<a href="#">1383</a>		Train every Officer to use the Taser		A
<a href="#">1384</a>	ACAD	Train with SIMS Department-wide.		A
<a href="#">1384</a>		Train with SIMS Department wide		A
<a href="#">1385</a>	ACAD	O/C spray refresher training. Officers have never had practical training in a tactical situation like wind, moving target, etc.	These recommendations and/or practices are being evaluated during the review of HPM 70.6, Officer Safety Manual. (Recommendations 984, 985, 993, 999, 1002, 1093, 1373)	A

<a href="#">1385</a>		O/C spray refresher training. Officers have never had practical training in a tactical situation like wind, moving target, etc.		A
<a href="#">10</a>	ACF	Work with CalTrans to add a safety barrier to our SR-118 Pit Scale. Traffic flow has increased so much in the last few years it is becoming very dangerous to try and inspect trucks there.	Local Area/Caltrans issue - already accomplished on one side of SR 118.	
<a href="#">54</a>	ACF	Require higher ration of Overheads vs. Slick Tops.	Local Division/Area issue.	A
<a href="#">74</a>	ACF	Personnel would like to see briefings being conducted soon after such incidents by Commanders.		A
<a href="#">149</a>	ACF	Dissemination of information to departmental staff when an in the line of duty death or major injury occurs. Officers were concerned with hearing all information from the media and nothing from the Department in a timely manner		A
<a href="#">158</a>	ACF	Use limited duty personnel to answer phones and assist service desk in dispatch.		A
<a href="#">220</a>	ACF	Stress continued education through a "professional reading list". Right now an officer can graduate from the Academy and never pick-up a manual or book for the next thirty years while still receiving "meets" ratings on their 100 form.	Continuing education is directed by POST, and implemented.	
<a href="#">229</a>	ACF	Increase the use of our warrant service teams.		A
<a href="#">252</a>	ACF	Review enforcement procedures for compliance as part of monthly evaluations, ride-alongs, etc.		A
<a href="#">335</a>	ACF	There is no critical incident de-briefing for spouses and children of officers. Family members need support groups also.	EAP is provided and paid for by the Department.	A
<a href="#">369</a>	ACF	Enhance explorer program to help more with events		A
<a href="#">410</a>	ACF	Seeking outside expertise to evaluate our "traditional" approach to officer safety and committing ourselves to genuinely putting safety first.		A



<a href="#">867</a>		Modify DMV driver license testing process to include information and test questions on the proper action to take when being pulled over (for example, it's OK to proceed safely to the nearest freeway off-ramp).	DMV Action		A
<a href="#">1199</a> -		Request Executive Management meet with Area office personnel for face to face suggestions to eliminate miscommunication.			A
<a href="#">1263</a> -	PMD	Reinstate the Chaplaincy Program. Set guidelines to identify community-based volunteer religious sources which should be developed and disseminated to all commands.	Guidelines are in place.		A
<a href="#">1307</a> -		We need to improve the level of protection for our clerical staff in the reception area of our offices	Local Area issue.		A
<a href="#">1365</a> -		Joint Training with allied agencies.			A
<a href="#">276</a>	ACF	Better pay for officers to compensate for the risk factors associated with the job.			BU
<a href="#">370</a>	OER	Cost of living adjustment for high cost areas			BU
<a href="#">371</a>	OER	Increase base pay, offer signing bonuses			BU
<a href="#">607</a>	ACAD	Bring back the PPT program.	This program is a bargaining unit issue.		BU
<a href="#">668</a>		Increase base pay, offer signing bonuses			BU
<a href="#">1216</a> -	PMD	The Department still has not taken seriously, adequate pay for clerical and dispatch personnel. We hire and train good solid employees who leave the Department as soon as they can for much higher pay and less work.	Adequate pay for clerical and dispatch personnel should be addressed during bargaining unit negotiations. Therefore, the Office of Employee Relations (OER) is responding to this recommendation.		BU
<a href="#">46</a>	ACF	Officers discussed the need for cages in all vehicles. This initiated a conversation between numerous employees as to the pros and cons for both sides. At the conclusions the conversation at least caused conversation and concerns on the subject.			C
<a href="#">63</a>	ACF	Do not use recent officer's deaths for political purposes. It is a great disservice to the other officers			C

<a href="#">64</a>	ACF	The Department is too concerned with its image. We are so worried that we are going to offend the hyper-sensitive motorist that we compromise our safety.			C
<a href="#">69</a>	ACF	'Most of our problems are with the court system. It is a joke - the penalty never fits the crime, and so many DUI drivers plead out to lesser offenses. They' will never be dissuaded from committing more crime if there's no punishment.			C
<a href="#">70</a>	ACF	We, as a Department, seem to be stuck on studying everything to death. Firearms, cars, non-lethal weapons, 12-hour shifts.... How about learning from other agencies' experiences and studies, and just make decisions.			C
<a href="#">72</a>	ACF	'Stronger enforcement of unlicensed drivers, which includes more checkpoints under the new policy. Have more DUI checkpoints. This discussion went on to address use of the impound authorities to their fullest (as opposed to Section 22651"P").			C
<a href="#">73</a>	ACF	Officers feel that the Department does not appreciate them and neither does the public.			C
<a href="#">82</a>	ACF	Many officers stated their families want them OFF the road and they don't care how (special duty, the scales, Division, whatever).			C
<a href="#">84</a>	ACF	The rash of deaths in the CHP has created an opportunity to implement some innovations. Groups that might have opposed such innovations may not be so apt to now.			C
<a href="#">85</a>	ACF	There was a concern expressed over Commissioner Brown's "stand down" comments. Many officers received calls from family and friends asking what we were doing wrong. Although it may have been unintentional, some folks interpreted the comments as meaning			C
<a href="#">90</a>	ACF	Salary increases and 12-hour shifts.			C

<a href="#">91</a>	ACF	Good luck versus bad luck was also discussed as a factor, and most agreed that it was a reality.		C
<a href="#">92</a>	ACF	Officers need to learn what battles to engage in. When they recognize a recommended action that is not always best, they should be allowed to modify their actions and not be criticized for failure to strictly follow policy.		C
<a href="#">93</a>	ACF	Almost all officers were in agreement that the job is dangerous, and we knew that when we signed up.		C
<a href="#">98</a>	ACF	The current push for activity is causing unrealistic expectations on our officers, which is causing mistakes and lapses of judgment by our officers. Needless risk taking.		C
<a href="#">99</a>	ACF	Too many DAs reduce DUI charges to wet reckless, minimizing the consequences for drinking and driving. Same with some 148/243 assaults on CHP officers. DAs care more about conviction rates than punishing violators.		C
<a href="#">103</a>	ACF	The Department needs to put the glory back into doing the main Highway Patrol job: writing tickets, handling accidents, assisting disabled motorists (working the beat). Take a look at our recruitment materials and departmental publications.		C
<a href="#">106</a>	ACF	"We waste too much time and effort on stupid public friendly projects. We need to get back to being a law enforcement agency. Make the public fear the consequences of being stopped by the CHP, and respect will follow.		C
<a href="#">116</a>	OER	Other Departments are becoming very competitive regarding benefits, wages etc. to recruit new officers.		C

<a href="#">129</a>	ACF	Officers in the Area felt the deaths of our officers over the past 5 months was not due to one event or issue. They felt it was just "bad luck", etc. HOWEVER, one issue that was raised and is important to them is the overturned conviction and numerous retries.		C
<a href="#">130</a>	ACF	wrong message to the bad guys. They hope the Department is devoting all possible resources and personnel to retrial.		C
<a href="#">131</a>	ACF	Management has placed too much emphasis on enforcement (Strategic Plan). As a result, officer safety has declined.		C
<a href="#">132</a>	ACF	Management has placed a great amount of emphasis upon increasing enforcement activity "Step it Up". As a result of this demand officer safety has diminished. Officers are in fear of negative comments for not enough tickets.		C
<a href="#">133</a>	ACF	Officers are being pushed too hard for activity.		C
<a href="#">134</a>	ACF	The Mariposa Area is currently staffed sufficiently to reduce fatal accidents, reduce overall traffic collisions and provide for the safety of the community and officers. Thus, it appears that the issue of having sufficient officers does make a difference.		C
<a href="#">135</a>	ACF	In each of the outlined categories a lengthy discussion ensued eliciting both sergeants and officers feedback on the various elements and variables that could be present during each scenario.		C
<a href="#">137</a>	ACF	Dispatch. In the Coalinga Area, we share a frequency with four other areas. Due to the lack of ability to hear when the other units are speaking, the lack of training and consistency at dispatch lends itself to a multitude of other problems. Breaking		C



<a href="#">144</a>	ACF	Lastly, they said they all know their job was dangerous when they signed up, but they are not going to swerve from the path of their duties for fear of becoming injured or killed. They just want to be reassured that our department is doing every thing that it can.		C
<a href="#">147</a>	ACF	Some Areas brought up a lack of leadership from supervisors and all levels of management		C
<a href="#">148</a>	ACF	Lack of respect and support from public		C
<a href="#">150</a>	ACF	Officers feel the Department appears to be overly concerned with political and legal backlash over officer safety, let's think about officer safety first.		C
<a href="#">151</a>	ACF	There is a perceived lack of support from local DA's. Officer's feel they are doing their best to get drunk drivers and criminals off the street and then not being backed by their local DA.		C
<a href="#">155</a>	ACF	Santa Cruz Area is understaffed as far as Sergeants are concerned.		C
<a href="#">160</a>	ACF	Personnel is just not able to keep up with how many vehicles and drivers there are on the roads now. In one shift, you can write half-a-dozen cars for 100+ on Interstate 15. It is a losing battle.		C
<a href="#">169</a>	ACF	We throw all our resources at MEPs, and the days before and after always suffer. Everyone knows that traffic on Christmas Day doesn't merit 80% of our officers on the road - it's a waste of resources. You're not getting your "bang for your buck" on those days.		C
<a href="#">171</a>	ACF	There is a belief that the lack of proper staffing represents a lack of caring for officer safety, by both Department management and the legislature. (My editorial on this: Officers need someone to focus on. Department managers are tangible, where the		C
<a href="#">179</a>	ACF	Overlapping shifts with the 4/10 WW.		C

<a href="#">196</a>	ACF	One of the non-uniformed employees mentioned that she and some of her coworkers feel left out when the comments are published regarding the wearing of the tribute of mourning ribbon because it appears to be directed at uniformed employees only.			C
<a href="#">197</a>	ACF	Additional officer positions (more officers = enhanced officer safety).			C
<a href="#">221</a>	ACF	Emphasize/require quality investigations not shorter turn around times for completion. Our officers have become documenters not investigators. Hit and run drivers should be pursued until they are identified and brought to justice or until all means of id			C
<a href="#">222</a>	ACF	Staffing levels for the Areas should be based on activity levels. If commands see they will be losing staffing due to low activity, enforcement levels will rise.			C
<a href="#">238</a>	ACF	Cal-Trans and Corrections continue to receive additional staffing/facilities while the CHP continues to remain stagnant when it comes to each of those issues, yet the population that the CHP is responsible to keep safe continues to increase.			C
<a href="#">243</a>	ACF	When additional personnel is needed in hazardous conditions (such as inclement weather) paying overtime is not an issue when providing coverage.			C
<a href="#">244</a>	ACF	That increasing staffing levels in rural Areas be a greater priority. The formula for staffing should be revised. Compromising staffing levels in rural Areas has a much greater impact with regard to officer safety concerns than in metropolitan commands			C
<a href="#">245</a>	ACF	Minimum staffing levels shall be maintained and working below priorities should be the exception regardless of overtime accumulated, especially for small commands.			C

<a href="#">246</a>	ACF	Staffing levels for larger metropolitan areas should be increased to enhance officer safety. There is a lot more traffic now than 20-30 years ago with minimal increase in departmental personnel. We don't have enough officers to be truly effective. We a		C
<a href="#">255</a>	ACF	Take your time and pay attention.		C
<a href="#">256</a>	ACF	Become familiar with the citation. Don't make it your primary focus while writing a citation.		C
<a href="#">257</a>	ACF	Preflight citations to limit time outside a patrol vehicle and give the officer the ability to focus on traffic and the violator.		C
<a href="#">258</a>	ACF	Talk to the violator's hands, focus on the chest. Always know where all subjects hands are. When you can't see hands, look at eyes.		C
<a href="#">267</a>	ACF	Know your limitations.		C
<a href="#">287</a>	ACF	Take a close look at disciplinary incidents should occur prior to rushing to judgment and initiating a From 8 and/or Adverse Action. Don't place officers in highly stressful positions where it could affect their job performance.		C
<a href="#">288</a>	ACF	Department's focus is on numbers rather than officer safety and service to the public. "Back to Basics" should mean officer safety first.		C
<a href="#">289</a>	ACF	Department is too slow to update equipment. The Department needs to make things happen rather than sit back and look at things for too long.		C
<a href="#">292</a>	ACF	District Attorneys and/or the Attorney General are not aggressively pursuing appropriate sentences for subjects who murder peace officers in the line of duty, including traffic related deaths, DUI's, etc.		C
<a href="#">310</a>	ACF	Area offices throughout the entire state are not properly staffed to handle current demands for service.		C
<a href="#">321</a>	ACF	Strategic Plan poster has nothing about officer safety.		C

<a href="#">323</a>	ACF	FTO program has under experienced officers and command restrictions on dismissing unqualified officers.		C
<a href="#">326</a>	PAD	Is it safer to be surrounded by metal, air bags and seat belts when writing a citation or outside a vehicle and mobile?		C
<a href="#">347</a>	ACF	Does the increase in paperwork required by road patrol officers (CHP 415D, etc.) increase officers' exposure to dangers on the road?		C
<a href="#">349</a>	ACF	Officers feel there should be a better avenue for expressing problems and/or concerns to the commissioners. They cited the latest issue regarding defective service weapons. The issue seemed to have stopped at the Academy until Commissioner Brown was mad		C
<a href="#">355</a>	ACF	Expectations of officers are higher relating to activity, more job responsibilities, etc., however, without adequate staffing levels this creates officer safety issues.		C
<a href="#">379</a>	ACF	Tinted window enforcement is sporadic and often not upheld by judges. Serious officer safety issue when trying to see inside the vehicle.		C
<a href="#">382</a>	ACF	Focus on the core mission of the Department and stop trying to be the "Good Guys" with other agencies. We'll bend over backward to support some Mardi Gras in SLO and every other agency. We're spread too thin and need to let other agencies do their jobs		C
<a href="#">384</a>	ACF	Stop being the nice guys, people are killing us.		C
<a href="#">387</a>	ACF	More frequent use of SMPVs for speed and 23103 enforcement. We're either serious about enforcing the laws or we're not. Other states use these tools successfully to make the highways safer for both the motorists and the officers.		C



<a href="#">388</a>	ACF	There is a decrease in public respect for the Department due to our limited "presence" on the road and the lack of enforcement.		C
<a href="#">399</a>	ACF	Although two of the deaths involved shootings, officers still feel traffic is our biggest danger and it is incumbent on each of them to speak up when they observe someone being less than safe.		C
<a href="#">415</a>	ACF	Change dispatch procedures so when we run a 10-29, they don't say, "Stand by for change of dispatch" and then never get back to you, or return your plate 15 minutes later. This is a common problem.		C
<a href="#">425</a>	ACF	We often see allied agencies running Code-3 on the freeway, but we have no clue what they're responding to. Why don't we know about it?		C
<a href="#">428</a>	ACF	With increased emphasis on activity, officer safety practices may suffer. With increased enforcement activity, statistically you're going to have an increase in injuries and possible deaths.		C
<a href="#">429</a>	ACF	Some officers are concerned that there seems to be a big push for "numbers" versus Areas that concentrate mostly on motorist services (the warm and fussy approach). The more demand for tickets, the more the risk of a physical confrontation.		C
<a href="#">430</a>	ACF	Less weapons are being taken off the streets due in part to our inability to conduct consent searches. The feeling is that when an officer gets that "sixth sense" and has no other PC, they are proceeding with the stop and could be putting themselves in j		C

<a href="#">432</a>	ACF	A concern was raised that employees were taking shortcuts to increase enforcement activity as a result of the Commissioners recent "STEP IT UP" campaign (e.g., the push for activity was causing officer safety policy violations and safety shortcuts for the			C
<a href="#">435</a>	ACF	Take our jobs seriously and not allow our skills and abilities to become sloppy.			C
<a href="#">436</a>	ACF	The importance of having our managers, supervisors, and training personnel lead by example.			C
<a href="#">437</a>	ACF	Personnel would rather not see a split up of officers between 22000600 hours.			C
<a href="#">438</a>	ACF	Sergeants hound officers for activity and they are less likely to assist other officers on non-emergency stops, like DUI stops.			C
<a href="#">439</a>	ACF	Sergeants won't authorize OT, even when there is only one unit working graveyard.			C
<a href="#">442</a>	ACF	STAR Campaign - Some of the uniformed staff working these campaigns have come from areas outside of Sacramento. When they are sent out to the local areas for the STAR Campaign, they are unfamiliar with the surroundings and this makes them more vulnerable.			C
<a href="#">446</a>	ACF	The current "Stand Down" programs have no value. Unless there is an established common denominator the elimination of certain shifts has no value, except negatively impacting officers for no reason. The current actions by upper management are a weak att			C

<a href="#">469</a>	ACF	Previously, Stockton had a trial period for "10-32." This was a pilot program where officers gave their location of stop and vehicle license number of the subject stopped "in the blind." Dispatchers did not have to acknowledge transmission. Current tec		C
<a href="#">479</a>	ACF	Officers perceive the Department will not support them if they are cautious during traffic stops and citizens' subsequently file complaints against them.		C
<a href="#">480</a>	ACF	Officers are of the opinion they take too much time during traffic stops, they will be reprimanded for low activity, causing them to forgo safety.		C
<a href="#">484</a>	ACF	We discussed the differences posed when a stop is made in daylight as opposed to it being dark.		C
<a href="#">491</a>	ACF	Do these incidents have anything to do with the request for additional enforcement activity which results in increased exposure time?		C
<a href="#">499</a>	ACF	Complacency by Officers		C
<a href="#">517</a>	ACF	Focus less on activity and more on Officer Safety		C
<a href="#">525</a>	ACF	Better use of technology and equipment such as new design LED light bars which provide increased visibility, better vests that withstand higher threat levels, and combat based uniforms and equipment. Several employees felt the Department was not taking a		C
<a href="#">530</a>	LC	If we have disproved the ACLU claims, then we should discontinue the use of 415d/202d's at the end of the consent decree period. If we must continue, those processes must be automated (i.e. Palm devices) along with the 415 process to make it easier to co		C

<a href="#">531</a>	LC	If we had video cameras, we could even stop doing the 415 D's (June 6th) and just let the ACLU review any videotapes they want. It would be obvious that 98% of the time the officer isn't sure who or what he/she stopped until he/she walks up to the window		
<a href="#">546</a>	ACF	Allied agencies have access to local jail booking photos and info for people who do not have identification present on them.		C
<a href="#">547</a>	ACF	The Valley Black radio frequency in Sacramento should be split to allow a growing Woodland Area command to have their own frequency. Also true of the Valley Brown frequency which covers five growing Areas.		C
<a href="#">549</a>	PAD	Allied agencies have the ability to inform their officers when a particular house/apartment complex has had multiple police responses. Have the ability to have the same ability with vehicles via DMV check: Officer Scott's shooter had been arrested in the		C
<a href="#">586</a>	ACF	Need to fight complacency and many admitted that this series of events is a significant reminder.		C
<a href="#">587</a>	ACF	A large number of officers within 5 years of retirement view their jobs as much more dangerous today than they have ever been in the past 25 years.		C
<a href="#">588</a>	ACF	The increased push for activity has caused officers to rush and not be as attentive as they should be to OST/PMA, often letting their guard down.		C
<a href="#">589</a>	ACF	Many people felt we had adequate and appropriate training, but the officer/employee did not stay proficient or focused within their own sphere of responsibility.		C



<a href="#">590</a>	ACF	The Department is more concerned about civil liability than officer safety. One example: EOST used to train people to approach vehicles with their hands resting on their gun (still holstered). They were directed by the Academy to stop telling officers		C
<a href="#">620</a>	ACF	The Strategic Plan has no strong emphasis on occupational safety incorporated into the long term plan. The emphasis on the mission appears to overshadow the safety of officers.		C
<a href="#">622</a>	ACF	The officers expressed extreme concern for the issues related to the dispatch centers. The concerns were the delays in turn around for requested information while on a stop. Also the fact that officers frequently have to repeat their entire request beca		C
<a href="#">658</a>		Like the Department of Corrections, we should be touting our working conditions as the most dangerous beat in the state. Perhaps this would be a good tool for gaining better staffing.		C
<a href="#">662</a>		Expectations of officers are higher relating to activity, more job responsibilities, etc., however, without adequate staffing levels this creates officer safety issues.		C
<a href="#">671</a>		Focus on the core mission of the Department and stop trying to be the "Good Guys" with other agencies. We'll bend over backward to support some Mardi Gras in SLO and every other agency. We're spread too thin and need to let other agencies do their jobs		C
<a href="#">676</a>		There is a decrease in public respect for the Department due to our limited "presence" on the road and the lack of enforcement.		C

<a href="#">701</a>		We often see allied agencies running Code-3 on the freeway, but we have no clue what they're responding to. Why don't we know about it?		C
<a href="#">703</a>	ACAD	With increased emphasis on activity, officer safety practices may suffer. With increased enforcement activity, statistically you're going to have an increase in injuries and possible deaths.	It is expected that officers will aggressively seek out violators and take appropriate enforcement action while continuing to practice sound officer safety.	C
<a href="#">704</a>		Some officers are concerned that there seems to be a big push for "numbers" versus Areas that concentrate mostly on motorist services (the warm and fussy approach). The more demand for tickets, the more the risk of a physical confrontation.		C
<a href="#">706</a>		Take our jobs seriously and not allow our skills and abilities to become sloppy.		C
<a href="#">726</a>		Officers perceive the Department will not support them if they are cautious during traffic stops and citizens' subsequently file complaints against them.		C
<a href="#">727</a>		Officers are of the opinion they take too much time during traffic stops, they will be reprimanded for low activity, causing them to forgo safety.		C
<a href="#">729</a>		We discussed the differences posed when a stop is made in daylight as opposed to it being dark.		C
<a href="#">730</a>		The topic of extended exposure time during tow operations was brought forth. Numerous examples were brought forth with the related concerns. A conversation then ensued regarding ways to clear the roadway in an expeditious manner by pushing, towing, pull		C
<a href="#">748</a>		Run 10-28s on all vehicles prior to actual stop		C

<a href="#">762</a>	ACAL	The Department has been extremely slow to adopt or implement existing technology. Items such as Tasers, Pepperball, and bean bag rounds should be deployed to the field as soon as possible. We don't need an extensive study on every item that has a succes.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	C
<a href="#">762</a>		The Department has been extremely slow to adopt or implement existing technology. Items such as Tasers, Pepperball, and bean bag rounds should be deployed to the field as soon as possible. We don't need an extensive study on every item that has a succes		C
<a href="#">763</a>		PA systems are worthless in trying to direct people off the freeway. You can barely hear yourself, even at full volume (this was the second most frequently voiced concern).		C
<a href="#">766</a>		If we had video cameras, we could even stop doing the 415 D's (June 6th) and just let the ACLU review any videotapes they want. It would be obvious that 98% of the time the officer isn't sure who or what he/she stopped until he/she walks up to the window		C
<a href="#">768</a>		Our overhead lights are getting old and faded, and rotate too slow.		C
<a href="#">779</a>		The Department takes too long to test tools that have already been tested and proven effective by other agencies across the country for years. For example: Tasers		C
<a href="#">792</a>		Officers discussed the need for cages in all vehicles. This initiated a conversation between numerous employees as to the pros and cons for both sides. At the conclusions the conversation at least caused conversation and concerns on the subject.		C

<a href="#">803</a>	The current push for activity is causing unrealistic expectations on our officers, which is causing mistakes and lapses of judgment by our officers. Needless risk taking.		C
<a href="#">804</a>	The Department is too concerned with its image. We are so worried that we are going to offend the hyper-sensitive motorist that we compromise our safety.		C
<a href="#">809</a>	We, as a Department, seem to be stuck on studying everything to death. Firearms, cars, non-lethal weapons, 12-hour shifts.... How about learning from other agencies' experiences and studies, and just make decisions.		C
<a href="#">815</a>	Many officers stated their families want them OFF the road and they don't care how (special duty, the scales, Division, whatever).		C
<a href="#">819</a>	Good luck versus bad luck was also discussed as a factor, and most agreed that it was a reality.		C
<a href="#">821</a>	Is fatigue a factor in any of these incidents due to an alternate work week, extended work hours, or long stretches of work days? Alternate work weeks would allow for a more rested officer.		C
<a href="#">822</a>	Were cell phones a factor in any of the traffic collisions? The department should pursue cell phone use laws while operating a motor vehicle. We discussed how the majority of CHP 555's indicate no cell phone in use, because no party in their right mind		C
<a href="#">823</a>	Seems like our local media does a poor job in covering incidents like the death of our officers, unless they are local. Many times we learn of such incidents through other media sources far from us.		C

<a href="#"><u>834</u></a>	Officers in the Area felt the deaths of our officers over the past 5 months was not due to one event or issue. They felt it was just "bad luck", etc. HOWEVER, one issue that was raised and is important to them is the overturned conviction, numerous retr		C
<a href="#"><u>835</u></a>	Management has placed a great amount of emphasis upon increasing enforcement activity "Step it Up". As a result of this demand officer safety has diminished. Officers are in fear of negative comments for not enough tickets.		C
<a href="#"><u>836</u></a>	The Mariposa Area is currently staffed sufficiently to reduce fatal accidents, reduce overall traffic collisions and provide for the safety of the community and officers. Thus, it appears that the issue of having sufficient officers does make a differen		C
<a href="#"><u>837</u></a>	In each of the outlined categories a lengthy discussion ensued eliciting both sergeants and officers feedback on the various elements and variables that could be present during each scenario.		C
<a href="#"><u>842</u></a>	Officers feel the Department appears to be overly concerned with political and legal backlash over officer safety, let's think about officer safety first.		C
<a href="#"><u>847</u></a>	Santa Cruz Area is understaffed as far as Sergeants are concerned.		C
<a href="#"><u>852</u></a>	Personnel is just not able to keep up with how many vehicles and drivers there are on the roads now. In one shift, you can write half-a-dozen cars for 100+ on Interstate 15. It is a losing battle.		C
<a href="#"><u>856</u></a>	We throw all our resources at MEPs, and the days before and after always suffer. Everyone knows that traffic on Christmas Day doesn't merit 80% of our officers on the road - it's a waste of resources. You're not getting your "bang for your buck" on tho		C



<a href="#">869</a>		One of the non-uniformed employees mentioned that she and some of her coworkers feel left out when the comments are published regarding the wearing of the tribute of mourning ribbon because it appears to be directed at uniformed employees only. She sugg		
<a href="#">883</a>		Restructure COZEEP or MAZEEP overtime duties. Assigning officers to work these details on overtime encourages laziness and lack of productivity during their regular work shift.		C
<a href="#">899</a>		Take your time and pay attention.		C
<a href="#">933</a>	ACAD	More less than lethal weapons and training.	The Department has completed the conversion of 300 shotguns to a less lethal platform. In addition, the Department has conducted and completed a less lethal shotgun train-the-trainer course. The Office of the Academy has distributed the less-lethal shotguns and munitions to each Division. Training will begin the near future and should be completed by the end of September 2007. (Recommendations 640, 644, 762, 779, 784, 788, 793, 795, 841, 888, 933, 941, 1000, 1012, 1014, 1015, 1016, 1035, 1174, 1255, 1259, 1383)	C
<a href="#">943</a>		Is it safer to be surrounded by metal, air bags and seat belts when writing a citation or outside a vehicle and mobile?		C
<a href="#">994</a>		The Strategic Plan has no strong emphasis on occupational safety incorporated into the long term plan. The emphasis on the mission appears to overshadow the safety of officers.		C
<a href="#">1021</a>		Officers need to learn what battles to engage in. When they recognize a recommended action that is not always best, they should be allowed to modify their actions and not be criticized for failure to strictly follow policy.		C
<a href="#">1035</a>		Provide the latest and best safety equipment to the officers. (i.e., mounted video cameras in patrol cars, TASERS assigned to all officers, ballistic proof patrol vehicle doors, ballistic shields for felony stops, etc.)		C

<a href="#">1038</a> -	Look into violator's rearview mirror to watch them during approach and contact.		C
<a href="#">1039</a> -	Have a constant mind set. Must be constantly be thinking from start to finish of shift.		C
<a href="#">1040</a> -	Officers must set a "professional" tone with command presence at all times, remain alert and be in control.		C
<a href="#">1041</a> -	Officers shouldn't feel obligated to engage or respond to unnecessary dialog or questions which could cause a distraction.		C
<a href="#">1042</a> -	Know your location, your environment, your area and shortest, quickest routes to respond.		C
<a href="#">1043</a> -	Protect your beat partner, attempt to always stop and provide back up on stops, develop team work, discuss "what if's", develop patrol strategies, and always stay on your beat.		C
<a href="#">1044</a> -	While Driving, keep a high visual horizon, focus on getting there safe not first, be aware and not tolerant of bad driving habits.		C
<a href="#">1067</a> -	With increased emphasis on activity, officer safety practices may suffer. With increased enforcement activity, statistically you're going to have an increase in injuries and possible deaths.		C
<a href="#">1071</a> -	Outdated control holds		C
<a href="#">1112</a> -	Other Departments are becoming very competitive regarding benefits, wages etc. to recruit new officers.		C

<a href="#">1122</a> -	IMD	GPS activated in Departmental vehicles through MDC. (In progress per last DOSB meeting.)	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	C
<a href="#">1138</a> -	IMD	There's a perception that Department repeatedly buys "low bid, low quality" or "last year's model" equipment, i.e.: Visteon equipment. We recommend that as part of purchasing any technical equipment, the Department look at what other departments are using	Market evaluation of products in use by other agencies is currently part of the procurement process and is accomplished through the Request For Information (RFI) process, participation in technical association activities, and active participation on committees such as the Public Safety Radio Strategic Planning Committee.	C
<a href="#">1185</a> -		Most of our problems are with the court system. It is a joke - the penalty never fits the crime, and so many DUI drivers plead out to lesser offenses. They will never be dissuaded from committing more crime if there's no punishment. We need to make th		C
<a href="#">1187</a> -		Officers feel that the Department does not appreciate them and neither does the public.		C
<a href="#">1190</a> -		The rash of deaths in the CHP has created an opportunity to implement some innovations. Groups that might have opposed such innovations may not be so apt to now.		C
<a href="#">1191</a> -		There was a concern expressed over Commissioner Brown's "stand down" comments. Many officers received calls from family and friends asking what we were doing wrong. Although it may have been unintentional, some folks interpreted the comments as meaning		C

<a href="#">1192</a> -	Why do we give cars back to unlicensed drivers (22651P storages)? All they have to do is bring in a licensed driver and "promise" not to drive, when everyone knows they'll be back on the road in 10 minutes after we give them their car back.		C
<a href="#">1193</a> -	No driver's license, no car - period! No more "temporary drivers' licenses" when you've been arrested for DUI.		C
<a href="#">1195</a> -	Too many DAs reduce DUI charges to wet reckless, minimizing the consequences for drinking and driving. Same with some 148/243 assaults on CHP officers. DAs care more about conviction rates than punishing violators.		C
<a href="#">1197</a> -	We need stiffer penalties and stronger judges.		C
<a href="#">1198</a> -	We waste too much time and effort on stupid public friendly projects. We need to get back to being a law enforcement agency. Make the public fear the consequences of being stopped by the CHP, and respect will follow. Those are the "basics" this departm		C
<a href="#">1205</a> -	Management has placed too much emphasis on enforcement (Strategic Plan). As a result, officer safety has declined.		C
<a href="#">1206</a> -	Officers are being pushed too hard for activity.		C
<a href="#">1210</a> -	Lastly, they said they all know their job was dangerous when they signed up, but they are not going to swerve from the path of their duties for fear of becoming injured or killed. They just want to be reassured that our department is doing every thing th		C
<a href="#">1211</a> -	Some Areas brought up a lack of leadership from supervisors and all levels of management		C
<a href="#">1212</a> -	Lack of respect and support from public		C

<a href="#">1213</a> -	There is a perceived lack of support from local DA's. Officer's feel they are doing their best to get drunk drivers and criminals off the street and then not being backed by their local DA.		C
<a href="#">1216</a> -	The Department still has not taken seriously, adequate pay for clerical and dispatch personnel. We hire and train good solid employees who leave the Department as soon as they can for much higher pay and less work. We can retain these people if we paid		C
<a href="#">1219</a> -	There is a belief that the lack of proper staffing represents a lack of caring for officer safety, by both Department management and the legislature. (My editorial on this: Officers need someone to focus on. Department managers are tangible, where the		C
<a href="#">1244</a> -	Know your limitations.		C
<a href="#">1245</a> -	Pay attention to the radio and try to maintain locations of other units. Know where your beat partners are, how many are working, etc.		C
<a href="#">1257</a> -	Strategic Plan poster has nothing about officer safety.		C
<a href="#">1259</a> -	Low bid, out dated weapon with high failure rate.		C
<a href="#">1267</a> -	The tan color of our uniforms create a hazard and allow shooters a clear target.		C
<a href="#">1282</a> -	Tinted window enforcement is sporadic and often not upheld by judges. Serious officer safety issue when trying to see inside the vehicle.		C
<a href="#">1289</a> -	With the issuance of a new weapon and leather gear, the Department should seriously evaluate and issue a holster of the best quality, keeping in mind retention of the weapon during a struggle. Many officers have purchased "triple threat" holsters with th		C



<a href="#">1303</a>	-	Sergeants hound officers for activity and they are less likely to assist other officers on non-emergency stops, like DUI stops.		C
<a href="#">1305</a>	-	STAR Campaign - Some of the uniformed staff working these campaigns have come from areas outside of Sacramento. When they are sent out to the local areas for the STAR Campaign, they are unfamiliar with the surroundings and this makes them more vulnerabl		C
<a href="#">1306</a>	-	The current "Stand Down" programs have no value. Unless there is an established common denominator the elimination of certain shifts has no value, except negatively impacting officers for no reason. The current actions by upper management are a weak att		C
<a href="#">1332</a>	-	There's a perception that Department repeatedly buys "low bid, low quality" or "last year's model" equipment, i.e.: Visteon equipment. We recommend that as part of purchasing any technical equipment, the Department look at what other departments are usin		C
<a href="#">1350</a>	-	Our OST/PMA tactics are out-dated. They have become ineffective over the years, as most criminals have experienced them several times over. The program now works for only the compliant people. We do not receive sufficient training to be confidently pre		C
<a href="#">1354</a>	-	Need to fight complacency and many admitted that this series of events is a significant reminder.		C
<a href="#">1356</a>	-	The increased push for activity has caused officers to rush and not be as attentive as they should be to OST/PMA, often letting their guard down.		C

<a href="#">1357</a>		Many people felt we had adequate and appropriate training, but the officer/employee did not stay proficient or focused within their own sphere of responsibility.		C
<a href="#">113</a>	ACF	Timeliness of information reaching the officers in the field. Department's operations are generally aired by the news prior to troops being advised.		C
<a href="#">142</a>	ACF	More supervisory ride-a-longs		C
<a href="#">251</a>	ACF	Enforcement of our policy relative to notification of dispatch when officers are away from their vehicles or after certain hours. (e.g. 10-6 situations). Currently this policy is not uniformly enforced.	Policy is in place. Local Area issue.	
<a href="#">343</a>	ACF	There should be more peer review when officers see other officers committing unsafe practices. Most officers are reluctant to do so, however, a spirit of positive criticism should be held at all levels.		C
<a href="#">351</a>	ACF	Better communication with Cal-Trans regarding poor road conditions and respond to incidents ASAP (referred to CHP Supervisors).	Local issue.	C
<a href="#">411</a>	ACF	We need to have better back-up on DUI stops, especially with solo officers.		C
<a href="#">416</a>	ACF	There has to be a (nonconfrontational) way that you can tell a fellow officer that they 're doing something unsafe. Something like a 60-second timeout where you can express your opinion to somebody and then get back to normal, without any hard feelings.		C
<a href="#">445</a>	ACF	A system to informally advise officers if another officer observes poor officer safety tactics.		IP
<a href="#">576</a>	ACF	Provide a no-fault "Lessons Learned" information bulletin as soon as possible after each incident.		IP

<a href="#">606</a>	ACF	Have a member of the Shooting Team go the quarterly Area training days to discuss current incidents and what officer safety issues were discovered	Local Division/Area issue.		IP
<a href="#">3</a>	PAD	Provide voice recorders for all officer so they can record plate and vehicle info just prior to each stop.	It would cost approximately \$200,000 to purchase and issue micro cassette recorders to uniformed personnel. This item will be brought up to Executive Management for discussion. This item has been combined with recommendations 3, 30, and 1173 as they are duplicates.		IP
<a href="#">4</a>	FOS	Provide all patrol vehicles with LED light bars. With radar, we don't need to be stealth to catch speeders.	The Department has put together a working group to develop specifications for purchase of new emergency warning lights. (02/02/2007) A preliminary specification is complete and FOS will be requesting assistance from the Department of General Services Procurement Division (DGS PD) in the development of a fair and equitable rating criteria. FOS is finalizing the bid award rating criteria. Included in these criteria is a time study to determine repair and maintenance of each manufacturer's product. This study will be complete on 2/7/07. At that time, meetings with Procurement Division can start. (07/03/07) CHP staff from Fleet Operations Section has met with Department of General Services Procurement Engineering and a final specification has been created. DGS compliance with purchasing rules and a second meeting is scheduled for 7/6/07. Plans are in place to ensure funds from fiscal year 06/07 will be used for this purchase. (08/03/2007) A final specification has been completed and submitted to DGS procurement		IP
<a href="#">9</a>	ACF	Equip the field with better radios and body armor.			IP
<a href="#">13</a>	PAD	Install on-board cameras in the patrol vehicles.	Currently the Department has 120 mobile video/audio recording systems out in the field. A Mobile Video/Audio Reporting System (MVARs) study design has been prepared to initiate a study of various digital systems available on the market. An internal feasibility study report has been completed in an effort to move forward with the purchase process. The study will focus on different features of cameras and the impact on officer/Area environment. MVARs units will be tested in eight different Areas with different geographic elements. This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873,		IP
<a href="#">16</a>	PAD	Fast track driver license readers to minimize exposure on stops.			IP
<a href="#">18</a>	ACAD	Our current rain gear is impractical. It precludes getting to your primary weapon quickly.	The Academy has conducted a complete revision of the specifications for departmental rain gear. This revision incorporates the visibility requirements mandated by US Federal Highway Rule, CFR 23, Part 634, as well as additional features designed to make the rain gear more practical and "user-friendly." A few of the notable improvements over the current rain gear include a more pliable material, an insulated jacket liner, and belt loops. The rein wear specifications were submitted to the Department of General Services for approval and an Invitation for Bid has now been issued for vendors to respond. (Recommendations 18, 26, 33,		IP
<a href="#">19</a>	ACAD	Laser sights on the newly purchased firearms.	Weapons: A study on pistol lights is currently under review by Assistant Commissioner, Staff. (For recommendations 19, 56, 57, 58, 663, 682, 781, 791, 932, 941, 962, 1008, 1013, 1017, 1018, 1047, 1058, 1171, 1181, 1270, 1289)		IP
<a href="#">21</a>	FOS	Mass deployment of unmarked vehicles. Strong deterrent to the public that big brother is watching, even though he may not be seen.	There are plans to add 100 white enforcement vehicles in lieu of the traditional black and whites. The working group responsible for preparing the equipment configuration of these vehicles has completed a plan and submitted to the Commissioner's Office for approval. (08/03/07) The new style white patrol vehicle with enhanced lighting and stealth looks are scheduled to be built in		IP
<a href="#">22</a>	PAD	Install license plate readers in each patrol unit.			IP

<a href="#">25</a>	IMD	Better radio system. One that allows you to hear your beat partner.	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">26</a>	ACAD	Allow the use of cold weather uniforms. Officers believe there is more of a chance of the bright yellow rain gear making them clearer in gun sites than protecting them from vehicles running over them.	The Academy has conducted a complete revision of the specifications for departmental rain gear. This revision incorporates the visibility requirements mandated by US Federal Highway Rule, CFR 23, Part 634, as well as additional features designed to make the rain gear more practical and "user-friendly." A few of the notable improvements over the current rain gear include a more pliable material, an insulated jacket liner, and belt loops. The rein wear specifications were submitted to the Department of General Services for approval and an Invitation for Bid has now been issued for vendors to respond. (Recommendations 18, 26, 33,	IP
<a href="#">28</a>	BSS	The Department takes too long to test tools that have already been tested and proven effective by other agencies across the country for years. For example: Tasers	There are plans to add 100 white enforcement vehicles in lieu of the traditional black and whites. The working group responsible for preparing the equipment configuration of these vehicles has completed a plan and submitted to the Commissioner's Office for approval. (2/2/07) FOS has initiated the purchase of equipment for the vehicle assembly during the first quarter of 2007. The vehicle will require a number of different lights to be procured and FOS has met with major light manufacturers to discuss specification, availability, and cost. Purchase documents for the lights with the exception of the rear decklight assembly have been submitted to Purchasing Services. A sample decklight assembly has been ordered and will be evaluated upon delivery prior to initiating purchase. Tentative plans are to assemble these vehicles during April 2007.	IP
<a href="#">30</a>	PAD	Personal tape recorders to record information on vehicle approach.	This item has been combined with recommendations 3, 30, and 1173 as they are duplicates.	IP
<a href="#">31</a>	ACF	Purchase and equip all uniformed personnel with Tasers.		IP
<a href="#">32</a>	FOS	Purchase and install, leg wrap restraint system for combative prisoners.	This safety recommendation will be referred to Departmental Training Division, the OPI for this equipment. (08/03/2007) No changes. FOS will install the leg restraint system if approved by Executive Management.	IP
<a href="#">33</a>	ACAD	Upgrade our rain gear from bulky, poor officer safety equipment to allow the purchase of an all-weather jumpsuit for use during rain days and cold weather.	The Academy has conducted a complete revision of the specifications for departmental rain gear. This revision incorporates the visibility requirements mandated by US Federal Highway Rule, CFR 23, Part 634, as well as additional features designed to make the rain gear more practical and "user-friendly." A few of the notable improvements over the current rain gear include a more pliable material, an insulated jacket liner, and belt loops. The rein wear specifications were submitted to the Department of General Services for approval and an Invitation for Bid has now been issued for vendors to respond. (Recommendations 18, 26, 33,	IP
<a href="#">40</a>	PAD	Add video cameras to all patrol vehicles. Arrange in patrol vehicle so it doesn't interfere with driver's vision.	This item has been combined with recommendations 3, 30, and 1173 as they are duplicates.	IP



<a href="#">42</a>	IMD	PDA - Personal Data System - to speed up citation and accident information at scenes to reduce exposure time.	Driver license readers must necessarily be part of the Automated citation devices (ACD) project, so that the driver license data has some place to go. This is a complex project that requires planning and testing with the data recipients (courts). The ACDs are a component in the Records Management System (RMS). The Feasibility Study Report (FSR) for RMS has been submitted for internal review and approval. MDCs have been purchased for all patrol vehicles and have been deployed. Planning and Analysis Division, Research and Planning Section has prepared an RFI which is currently being reviewed for the MVARS projects. ACDs were acquired for five Area offices through Office of Traffic Safety grant funding. The program was not expanded at the conclusion of the grant because the courts did not have a standardized data format. Expanding the program would have meant developing individual data standards for each court throughout the state. The California Judicial Council is leading an effort to develop a standardized data	IP
<a href="#">45</a>	ACAD	Provide better body armor.	The Department previously issued Level IIA body armor. The Academy Tactical Training Program and Purchasing Services Unit are working with the Department of General Services, and is currently in the process of finalizing a statewide contract for Level IIIA body armor. Level IIIA body armor provides ballistic protection up to and including .44 magnums to nine millimeter submachine guns. It also provides protection against most handgun threats covered by Levels IA and IIA. Trauma plates will not be issued as a component of this contract, however, the body armor carriers will be equipped with a pocket, should an employee elect to use the trauma plate.	IP
<a href="#">48</a>	PAD	Put cameras in all patrol vehicles		IP
<a href="#">49</a>	IMD	Use automated citation devices to speed up writing tickets and minimize exposure to traffic hazards	Driver license readers must necessarily be part of the Automated citation devices (ACD) project, so that the driver license data has some place to go. This is a complex project that requires planning and testing with the data recipients (courts). The ACDs are a component in the Records Management System (RMS). The Feasibility Study Report (FSR) for RMS has been submitted for internal review and approval. MDCs have been purchased for all patrol vehicles and have been deployed. Planning and Analysis Division, Research and Planning Section has prepared an RFI which is currently being reviewed for the MVARS projects. ACDs were acquired for five Area offices through Office of Traffic Safety grant funding. The program was not expanded at the conclusion of the grant because the courts did not have a standardized data format. Expanding the program would have meant developing individual data standards for each court throughout the state. The California Judicial Council is leading an effort to develop a standardized data	IP
<a href="#">52</a>	PAD	Expand use of In-Car Cameras.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">56</a>	ACAD	Laser sites should be approved for our weapons.	Weapons: A study on pistol lights is currently under review by Assistant Commissioner, Staff. (For recommendations 19, 56, 57, 58, 663, 682, 781, 791, 932, 941, 962, 1008, 1013, 1017, 1018, 1047, 1058, 1171, 1181, 1270, 1289)	IP
<a href="#">59</a>	PAD	Drivers license swiper on MDCs		IP
<a href="#">66</a>	OSR	Mandatory sentencing for DUI's with even higher fines.	The Department is sponsoring six DUI related legislative bills aimed at punishment, DUI recidivism, driver's license consequences, and mandatory ignition interlock device installation. The OSR is actively working with legislators, allied law enforcement agencies, and	IP
<a href="#">68</a>	OSR	Enact new penalties for DUI offenders: Enact laws that would impound car on first offense for 15 days; Second offense 30 days; Increase fines; Automatic one year term if DUI suspect injures an officer or FD personnel.	The Department is sponsoring six DUI related legislative bills aimed at punishment, DUI recidivism, driver's license consequences, and mandatory ignition interlock device installation. The OSR is actively working with legislators, allied law enforcement agencies, and other state agencies on these bills. Section 14602.8 VC authorizes a peace officer to impound a vehicle when the driver has been arrested for DUI and specified conditions exist.	IP



<a href="#">71</a>	FOS	To see unmarked "white cars" utilized more to enable us to stop aggressive drivers more easily.	See item number 21.	IP
<a href="#">75</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">81</a>	ACF	Communication Centers need to develop a better system to cut out so much lag time when there is a 911 follower behind a DUI or any suspect. The information is not getting to the beat officer in a timely manner and lag time is too great to feasibly locate		IP
<a href="#">101</a>	PAD	Road engineering requests need to be dealt with in a timely manner.	The Department will continue to work closely with the California Department of Transportation (Caltrans); Divisions of Traffic Operations, Maintenance and Construction. They attend meetings on a regular basis with staff from the Traffic Management Centers (TMC), and semi-annually with Caltrans District Traffic Managers and Transportation Management Planners. However, commanders should also work closely with the responsible highway authorities to report any actual or potential highway conditions that may affect the safe and efficient flow of traffic. Area commanders should establish procedures for immediate reporting, including notifying the appropriate TMC responsible for monitoring the affected highway. Those procedures require that commanders request a response within 30 days from the appropriate highway authority. Highway Patrol Manual (HPM) 110.5, Collision Investigation Manual, specifically states that engineering	IP
<a href="#">119</a>	PAD	The Department should never turn down grant money or federal donations.	In regard to officer safety or homeland security, the Department investigates on an on-going basis appropriate grant funding for tactical training, equipment, and procedures.	IP
<a href="#">123</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP

<a href="#">136</a>	ACAL	Uniform. Amending the uniform policy to allow a nighttime uniform, similar to the cold weather suit, with reflective writing or materials. Something similar to the utility uniform with reflective taping or material. This would make officers more visible.	The Academy has conducted a complete revision of the specifications for departmental rain gear. This revision incorporates the visibility requirements mandated by US Federal Highway Rule, CFR 23, Part 634, as well as additional features designed to make the rain gear more practical and "user-friendly." A few of the notable improvements over the current rain gear include a more pliable material, an insulated jacket liner, and belt loops. The rein wear specifications were submitted to the Department of General Services for approval and an Invitation for Bid has now been issued for vendors to respond. (Recommendations 18, 26, 33, 136, 882, 1009, 1030, 1170, 1207)	IP
<a href="#">141</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">145</a>	PAD	Rumble Strips on all freeway shoulders (or high accident areas).	The Department will continue to work closely with Caltrans Divisions of Traffic Operations, Maintenance and Construction. Also, the Department will add these items to the agenda for upcoming Transportation Directors meeting. Caltrans is the hosting agency; although the meeting normally would be held by the end of March 2007, it has not yet been scheduled.	IP
<a href="#">157</a>	ACF	Greater number of PSDIIs. They are overworked and underpaid.		IP
<a href="#">161</a>	PMD	The Department still has not taken seriously, adequate pay for clerical and dispatch personnel. We hire and train good solid employees who leave the Department as soon as they can for much higher pay and less work.	Adequate pay for clerical and dispatch personnel should be addressed during bargaining unit negotiations. Therefore, the Office of Employee Relations (OER) is responding to this recommendation.	IP
<a href="#">167</a>	PMD	Review staffing allocations not just based upon local populations, but consider adjacent population centers, regardless of geographical State or Nation. People from major Mexican cities do not stay in Mexico.	Personnel Management Division (PMD) will work with the Office of Assistant Commissioner, Field (ACF) should personnel allocations be approved to be redistributed to other geographical locations throughout the state.	IP
<a href="#">180</a>	ACF	Increase staffing in Areas with more officers and clerical.		IP
<a href="#">184</a>	PMD	Not enough clerical positions – Officers being used for clerical paperwork.	Selection Standards and Examinations Section (SSES) will work with Administrative Services Division upon approval of any additional positions being allocated to the Department.	IP
<a href="#">190</a>	MR	Explore changing the public's mindset regarding their perception of police officers and casual acceptance of violence (from movies and video game depictions).	Will be working with Division PAOs to project a positive image of CHP and its officers.	IP

<a href="#">191</a>	ACF	The Department should conduct post-incident analyses with full information (subsequent to the completion of the investigation) so that trends can be identified.		IP
<a href="#">193</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">194</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">199</a>	PAD	Place rumble strips along the freeway edge lines and/or on the shoulder perpendicular to the edge line.	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">204</a>	PAD	Install video cameras in all patrol cars.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">206</a>	PAD	Provide a personal alarm for officers (perhaps connected to the extender) that can activate the emergency lights and/or siren of the patrol car (to serve as a distraction to an assailant and a beacon to responding officers).		IP
<a href="#">207</a>	PAD	Use limited deployment of License Plate Recognition (LPR) technology through the video camera system to run the plate directly ahead of the patrol vehicle when the front red light is activated (instead of the continuous scan of the full LPR system)		IP

<a href="#">210</a>	ACF	Increase Communications Center Staff so that all traffic stops can be called in and tracked. Increase Dispatcher pay to attract more qualified candidates.		IP
<a href="#">228</a>	ACF	For officer safety purposes, make it possible for officers to run a wants check quickly and efficiently on every car and person stopped and require every officer to do so.		IP
<a href="#">240</a>	ACF	Increase the number of public safety dispatchers to handle the increased radio traffic resulting from officers calling in their traffic stops and the possibility of splitting radio frequencies.		IP
<a href="#">279</a>	PAD	Inquire and ask the State to install "Rumble Strips" on all highways for the entire motoring public.	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">285</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">290</a>	ACAD	Better training for dispatchers. More dispatchers so officers are capable to call in all stops, etc.		IP
<a href="#">291</a>	ACF	A vast amount of money is spent on new vehicles for upper management, office furniture and equipment. However, there is no money for safety equipment or training. A total review of the Department budget is needed.		IP

<a href="#">302</a>	PAD	Create and use a numeric code for officers going out on traffic stops (i.e., 11-95) Consider dispatch also using a code for "status check" and the officer having a code which would indicate a need for a back up unit which wasn't necessarily "code-four".		IP
<a href="#">304</a>	ACAD	Department needs to track all officer assaults and develop real training scenarios (i.e., Red Man Suit) and training bulletins.	The Academy's Tactical Training Program is currently working with Information Management Division to develop a use-of-force database. IMD is in the process of determining the most efficient manner of collecting the data from the field. The Academy Advanced officer Safety Training Unit utilizes Comm-net messages of officer involved incidents to create scenarios for cadet training, the Advanced Officer Safety Training class and to incorporate into the monthly Solid Realistic Ongoing Verifiable Training (SROVT) scenarios.	IP
<a href="#">305</a>	ACAD	Trauma plates supplied for all bullet proof vests.	The Department previously issued Level IIA body armor. The Academy Tactical Training Program and Purchasing Services Unit are working with the Department of General Services, and is currently in the process of finalizing a statewide contract for Level IIIA body armor. Level IIIA body armor provides ballistic protection up to and including .44 magnums to nine millimeter submachine guns. It also provides protection against most handgun threats covered by Levels IA and IIA. Trauma plates will not be issued as a component of this contract, however, the body armor carriers will be equipped with a pocket, should an employee elect to use the trauma plate.	IP
<a href="#">306</a>	PAD	Install digital video cameras in all patrol vehicles.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">313</a>	PAD	Patrol vehicle equipment such as video cameras, global positioning systems and mobile digital computers should be installed and would enhance officer safety.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">317</a>	ACAD	Update outdated training videos. More updated training.	The Academy's Enforcement Tactics Unit is currently developing the "Will to Survive" and "Significant Incident" training videos. The "Commerce Shooting" video has been completed and the "Subway Shooting" video will be provided at the next Departmental Occupational Safety Board meeting. In addition the Commission on Peace Officer Standards and Training (POST) sends out monthly videos/DVDs on case law updates and police training topics. All Divisions receive these DVDs directly from POST. They are current and well made. (Recommendations	IP
<a href="#">319</a>	ACF	Replace outdated low bid vests with quality vests. Also suggested was to provide the amount of the vest in conjunction with the uniform allowance and allow officers to purchase their own vest.		IP
<a href="#">330</a>	PAD	Install digital recorders in the patrol vehicles for officers to use to read out a license plate of a vehicle, description, number of occupants, etc., if the stop is not called in.		IP



<a href="#">336</a>	ACF	Additional officers should be assigned to remote commands. Currently, back-up is frequently at least 30 minutes away. Officer safety is two-fold; back-up is late and operating code three in mountainous and rural roadways is unsafe.		IP
<a href="#">339</a>	ACAD	Communication operators should attend more training with officers to further understand the other's prospective and further improve working relations.		IP
<a href="#">341</a>	ACF	Help dispatchers by increasing positions to manage the radio communication and answer cell 911 calls, provide headsets that can handle both radio and phone calls and have sergeants spend time at centers to monitor what is occurring.		IP
<a href="#">342</a>	IMD	The Department should create a step-by-step computer generated recreation of all significant events.	This is necessarily a business operation before it is a technical one. It will be referred to Executive Management and legal counsel for consideration.	IP
<a href="#">348</a>	IMD	Utilizing personal locator devices for all road patrol officers. These units are readily available and can be activated with a tracker if an officer becomes involved in an emergency.	ITS has tested and proven the concept of collecting and transmitting latitude and longitude on the MDC and displaying it on a map at a remote location. The product is awaiting a mapping solution that will be provided with the CAD project. The new CAD Project is due to be implemented in late 2008 through 2009 and will include a fully functional AVL system.	IP
<a href="#">350</a>	ACAD	Utilize shoe chains during winter weather conditions in cold weather areas.	The Academy Occupational Safety Unit has conducted a research of different manufacturers of this product and will present this information to Departmental Occupational Safety Board (DOSB) members at the first quarter DOSB meeting scheduled for March 29, 2008. (350 and 659).	IP
<a href="#">359</a>	PAD	Install MVARs in every patrol vehicle. Not low budget, but the best. This will help with follow-up and apprehension of perpetrators.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">377</a>	PAD	Use of Code 33 should be reviewed and utilized more often without the officer requesting it.		IP
<a href="#">386</a>	ACF	10-35 needs to be revisited and its misuse stopped. It should NOT require a code-3 response. It is frequently interpreted the same as an 11-99 and this jeopardizes officer safety.		IP

<a href="#">398</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">409</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">419</a>	MR	Have the media ride with us more often to realize the dangers and problems we face. We should tout our working conditions as the most dangerous beat in the state. The media can help get the message out to pull to the right when they see red lights, and to pull off the freeway if possible.	The department is working with Court TV and others on nationwide shows highlighting the work of the CHP, especially in the area of auto theft and speed enforcement. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Ride alongs are always available through the local office.	IP
<a href="#">426</a>	PAD	Work with CalTrans to install rumble strips on all freeway segments to alert officers to drivers running off the road, as well as to alert fatigued or impaired drivers. In addition, work with CalTrans to identify and develop safe stopping locations on the shoulders or off ramps.	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">455</a>	MR	Increase public awareness campaigns for motorists to slow down when approaching construction or enforcement activity on the highways.	Currently working with Division PAOs, Caltrans and OTS on a new "Slow For the Cone Zone" PR Campaign.	IP

<a href="#">461</a>	ACF	There needs to be a statewide broadcast of an 11-99. Both shooting incidents adjoining Areas and Divisions were unaware of the outstanding suspect.		IP
<a href="#">492</a>	ESD	Were the shooting deaths of our officer's tactical errors? After review of each incident make recommendations for any changes in policy or tactics.	ON-GOING. FSS will maintain contact with the Academy to determine findings or changes from reviewed shootings. FSS will make policy changes based on Academy findings.	IP
<a href="#">500</a>	ACF	Re-vamp oral brevity codes, including a "less than 10-35" assistance code		IP
<a href="#">501</a>	ACF	Retrain and revise the use of 10-35/11-99		IP
<a href="#">505</a>	PAD	Rumble Strips be added to all shoulders on the freeway to alert drivers leaving the roadway	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">511</a>	ACF	Run 10-28s on all vehicles prior to actual stop		IP
<a href="#">519</a>	PAD	More enforcements pockets on ramps	This item has been combined with recommendations 200, 490, 519, and 871 as they are duplicates.	IP
<a href="#">522</a>	IMD	We need more radio frequencies. We have too many units competing for air time. Radio system is inadequate.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The project includes additional radio channels for tactical and emergency operations, and administrative details. Communications centers will have the ability to separate the emergency and non-emergency operations during peak and critical times. The system upgrade is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units. The system upgrade is projected to occur in Valley and	IP
<a href="#">523</a>	PAD	Rumble strips on all State Highways.	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">524</a>	IMD	We need to tie all the Departments electronics together, so that they work in harmony to enhance officers safety.	IMD is making a concentrated effort to select integrated technologies for all future information technology solutions.	IP
<a href="#">526</a>	IMD	The policy of giving location in response to a radio call is not effective if the communications center does not copy your traffic, due to poor radio reception. Areas have identified several dead radio spots. Promises to fix the problem for years have c	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. Currently, remote site surveys are being scheduled and conducted by the CHPERS unit. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units.	IP

<a href="#">528</a>	IMD	PA systems are worthless in trying to direct people off the freeway. You can barely hear yourself, even at full volume (this was the second most frequently voiced concern).	Currently, the speaker being used on the public address system is a Federal Signal Corporation model TS 100N. The Department is continually looking at new technology as it becomes available. IMD is working with Fleet Operations Section to consider other systems.	IP
<a href="#">533</a>	PAD	Increase the number of license plate readers - maybe standard for every patrol car. That way you always know instantly if the car you're about to pull over is wanted.		IP
<a href="#">535</a>	IMD	Provide decent databases like ARJIS to all officers.	A law enforcement RMS is a Department-wide system that provides for the storage, retrieval, manipulation, archiving, and viewing of information, records, documents (forms), or files pertaining to law enforcement operations. Such records include incident and accident reports, arrest reports, citations, warrants, case management, field contacts, evidence, and equipment tracking. The RMS project is intended to provide one, central database of the most common CHP reports such as the 555, 215, 202, and others. The resulting database would enable statistical and analytical reporting on a myriad of topics. The pilot RMS project is expected to start in July of 2010 and end in December of 2010. The extra long pilot to ensure the Department is able to handle the business process changes. It is anticipated the pilot will be deployed in a couple of Area offices in the greater Sacramento area (due to proximity to the technical staff). The full scale rollout begins as the pilot ends in December of 2010 and concludes in September	IP
<a href="#">536</a>	IMD	The Department could use higher quality radio communications. Currently, officers generally cannot be more than 60 to 70 feet from the car or inside buildings and still have access to dispatch.	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">537</a>	PAD	Implement badges encoded with identification number and law enforcement number specific to the division, making it possible to instantly identify the location of any officer.		IP
<a href="#">538</a>	IMD	We need other radio codes to fill the gap between 10-35 and an 1199.	This concept is being considered by Top Management. Recommendations with regard to the proposed brevity codes were submitted to Assistant Commissioners for review. There is no additional information available at this time.	IP
<a href="#">539</a>	PAD	Enable dispatch to access more criminal info when they run a 1027. Other agencies have this capability.		IP

<a href="#">540</a>	IMD	Link warrants to driver license system. Establish X number DL is the person doesn't have a regular DL issued at the time a warrant is issued.	This policy issue will be evaluated and submitted to Top Management for consideration.	IP
<a href="#">542</a>	PAD	Install permanent LED warning lights embedded in the road dog that can be activated by Dispatch or by sensor, that warn motorist of a hazard ahead.	The Department will add this item to the agenda for upcoming Transportation Directors meeting. Caltrans is the hosting agency; although the meeting normally would be held by the end of March 2007, it has not yet been scheduled.	IP
<a href="#">543</a>	IMD	MVARs, MDCs, and ACDs in every patrol vehicle.	Driver license readers must necessarily be part of the Automated citation devices (ACD) project, so that the driver license data has some place to go. This is a complex project that requires planning and testing with the data recipients (courts). The ACDs are a component in the Records Management System (RMS). The Feasibility Study Report (FSR) for RMS has been submitted for internal review and approval. MDCs have been purchased for all patrol vehicles and have been deployed. Planning and Analysis Division, Research and Planning Section has prepared an RFI which is currently being reviewed for the MVARs projects. ACDs were acquired for five Area offices through Office of Traffic Safety grant funding. The program was not expanded at the conclusion of the grant because the courts did not have a standardized data format. Expanding the program would have meant developing individual data standards for each court throughout the state. The California Judicial Council is leading an effort to develop a standardized data	IP
<a href="#">545</a>	IMD	Improved technology. Making Cal Photo available in each of the patrol cars. Officers can know exactly who they are dealing with on their contacts. Allied agencies have this technology. Why don't we?	The CHP has established access to the Department of Justice Cal-Photo system. Access to this system is through the Intranet. ITS has recently released a new version of MDC software that supports Intranet connectivity and access to Cal-Photo on the MDC. Enforcement Services Division (ESD) is providing additional information regarding training and securing access to Cal-Photo.	IP
<a href="#">548</a>	PAD	DMV records need to include not only the Make and Model of the vehicle but the color also. In the Officer Scott shooting, the color of the car could not be verified.		IP
<a href="#">550</a>	ACF	Specific to Stockton: implement split frequency (pink). Was due last year, but has yet to occur.		IP
<a href="#">551</a>	IMD	Interagency radio communication needed.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. Direct communication with allied agencies is an operational issue that is currently technically possible. The newly created CCSS unit will evaluate this proposal and make a recommendation to Top Management.	IP
<a href="#">552</a>	PAD	Install in-car cameras in all CHP vehicles.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP



<a href="#">554</a>	IMD	Improve the radio system. Include in radio system a panic button feature for in car use and extender use.	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">555</a>	ACF	Retention of Voice Print recordings from communications centers for up to one year from date recorded. (Would result in expense for CD/DVD storage/archiving of recordings). Would allow accurate review of units' histories, (e.g., to support/refute allege		IP
<a href="#">556</a>	IMD	Elimination of radio "dead" spots. Prevalent problems on SR-108 @ Golf Links and Priest-Coulterville Road and Coulterville regions. Additional radio repeaters/equipment required.	An RFI was recently prepared to solicit vendor input on potential technology which could provide a warning to officers when an errant vehicle is approaching their location from behind. The RFI was placed on the State of California Contracts Registry and provided to various vendors. Unfortunately, there were no replies to the RFI and vendors have indicated that a radar or lidar-based technology has not yet been fully developed. Therefore, although the technology is currently being developed, a viable product is not available for evaluation or purchase. The Department will continue to monitor the development of vehicle warning systems and work with	IP
<a href="#">557</a>	IMD	Upgrades computers (MDCs) in vehicles to work with office computers and PDAs.	IMD is planning to implement wireless technology from the vehicle to the Area office servers. The FSR is in the final draft. Once the FSR is approved the project will proceed to the procurement phase. Upon availability of a wireless connectivity to the laptop, all laptops will be capable of communicating to the departmental network and thus will be compatible with a standard office configuration. The Personal Digital Assistant/cell phone concept will be evaluated and submitted to Top Management for consideration.	IP
<a href="#">558</a>	IMD	The Department should invest in technology the would sense a vehicle coming up from behind a parked patrol unit at a high rate of speed and alert the officer.	An RFI was recently prepared to solicit vendor input on potential technology which could provide a warning to officers when an errant vehicle is approaching their location from behind. The RFI was placed on the State of California Contracts Registry and provided to various vendors. Unfortunately, there were no replies to the RFI and vendors have indicated that a radar or lidar-based technology has not yet been fully developed. Therefore, although the technology is currently being developed, a viable product is not available for evaluation or purchase. The Department will continue to monitor the development of vehicle warning systems and work with	IP
<a href="#">559</a>	PAD	Install License Plate Reader (LPR) technology in all patrol vehicles.		IP

<a href="#">560</a>	IMD	Radios. The radio system is by far inadequate. We know there is a 5 year replacement plan, however, the common thought among the officers was, "Is this radio system going to be obsolete by the time it is fully implemented?" It seems the new MDC modems	The Department is continually looking at new technology as it becomes available.	IP
<a href="#">561</a>	IMD	Place GPS in units for tracking	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	IP
<a href="#">562</a>	PAD	Every time an officer runs a 27 or 28, the wants or warrants information would automatically provided on both the car and the registered owner. This would at least give us bad guy info on known criminals attached to vehicles.		IP
<a href="#">563</a>	PAD	CalTrans install Rumble Strips on all freeways (high accidents).	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">564</a>	IMD	Develop in-car "recorder" for radio transmissions (avoid step on's).	This concept will be evaluated and submitted to Top Management for consideration.	IP
<a href="#">565</a>	IMD	Obtain a better radio system	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">566</a>	IMD	Approaching traffic sensors on back of patrol vehicles		IP

<a href="#">567</a>	IMD	Collision avoidance system	An RFI was recently prepared to solicit vendor input on potential technology which could provide a warning to officers when an errant vehicle is approaching their location from behind. The RFI was placed on the State of California Contracts Registry and provided to various vendors. Unfortunately, there were no replies to the RFI and vendors have indicated that a radar or lidar-based technology has not yet been fully developed. Therefore, although the technology is currently being developed, a viable product is not available for evaluation or purchase. The Department will continue to monitor the development of vehicle warning systems and work with	IP
<a href="#">568</a>	BSS	Development of a database that incorporates all CHP forms to streamline reporting, resulting in less redundancy: have a system that would take information input one time and be able to distribute the data to various forms like CHP 555,556,202, 36, DMV f	The BSS/Automated Solutions Unit is working on a conversion project to replace FormFlow. The initial project will convert all forms to the new software. This software is capable to interface with centralized database. However, the work required to capture data input from one entry and distribute to multiple forms would require the creation of a centralized database by IMD. BSS defers to IMD for the completion of this item.	IP
<a href="#">584</a>	ACF	Review and discussion of specific incidents, in detail, when an employee is seriously injured or killed. The purpose of the discussion is to determine if applicable policies were followed, and if the policy is appropriate. The employees would compare th		IP
<a href="#">602</a>	IMD	Set up a program for computer/LAN online training. Each month the employee would be emailed the required training. The employee would be required to participate in the training, take a computer graded test, and the employee's training records would auto	IMD is piloting on-line web-based testing software. If this application is successful, it could be utilized to provide automated training and testing for computer applications.	IP
<a href="#">617</a>	ACAD	Public Safety Dispatcher Training: Information returns (e.g., 10-28s) to requesting units. Often being broadcast "in the blind" when unit(s) not ready to copy information or dispatch using the incorrect repeater and unit(s) are unable to hear informatio		IP
<a href="#">635</a>	IMD	Digital recorders should be supplied by the state and required to use	This concept will be evaluated and submitted to Top Management for consideration. Digital voice recorders cost approximately \$50.00 to \$70.00 per device.	IP
<a href="#">636</a>	ACF	All vehicles required to be equipped with spike strips		IP
<a href="#">638</a>	PAD	Install on-board cameras in the patrol vehicles.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">638</a>		Install on-board cameras in the patrol vehicles.		IP

<a href="#">639</a>		Provide voice recorders for all officer so they can record plate and vehicle info just prior to each stop.		IP
<a href="#">641</a>		Fast track driver license readers to minimize exposure on stops.		IP
<a href="#">645</a>		Issue everyone cell phones, just like other PDs.		IP
<a href="#">651</a>	ASD/ESD	Mass deployment of unmarked vehicles. Strong deterrent to the public that big brother is watching even though he may not be seen.	See item number 21.	IP
<a href="#">652</a>		Install license plate readers in each patrol unit.		IP
<a href="#">654</a>		Make an icon available on the MDCs that would contain a pop-up with all the cross street locations. That way the officer could highlight the location while making the stop, and it would transmit to dispatch, advising of the officers 10-20 prior to them s		IP
<a href="#">655</a>	ACAD	Make Officers Forum mandatory for all officers every two, and if not possible, at least every three years.	All officers are required to attend Officers' Forum every three years; however, due to the limited availability of the Academy instructors and the new hands-on curriculum, there are not enough Officers' Forum Classes conducted each year to accomplish that task. The increased cadet class sizes will futher affect the number of classes conducted. In addition, the Field Training and Evaluation Program is preparing an issue paper addressing changes to the current Officers' Forum curriculum and duplicate training issues. (Recommendations 655, 989, 1264, 1375)	IP
<a href="#">658</a>	MR	Have the media ride with us more often to realize the dangers and problems we face. We should tout our working conditions as the most dangerous beat in the state. The media can help get the message out to pull to the right when they see red lights, and to pull off the freeway if possible.	The department is working with Court TV and others on nationwide shows highlighting the work of the CHP, especially in the area of auto theft and speed enforcement. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Ride alongs are always available through the local office.	IP
<a href="#">664</a>	PAD	Install MVARs in every patrol vehicle. Not low budget, but the best. This will help with follow-up and apprehension of perpetrators.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">664</a>		Install MVARs in every patrol vehicle. Not low budget, but the best. This will help with follow-up and apprehension of perpetrators.		IP

<a href="#">675</a>		More frequent use of SMPVs for speed and 23103 enforcement. We're either serious about enforcing the laws or we're not. Other states use these tools successfully to make the highways safer for both the motorists and the officers.		IP
<a href="#">676</a>	MR	Have the media ride with us more often to realize the dangers and problems we face. We should tout our working conditions as the most dangerous beat in the state. The media can help get the message out to pull to the right when they see red lights, and to pull off the freeway if possible.	The department is working with Court TV and others on nationwide shows highlighting the work of the CHP, especially in the area of auto theft and speed enforcement. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Ride alongs are always available through the local office.	IP
<a href="#">678</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">681</a>	MR	Have the media ride with us more often to realize the dangers and problems we face. We should tout our working conditions as the most dangerous beat in the state. The media can help get the message out to pull to the right when they see red lights, and to pull off the freeway if possible.	The department is working with Court TV and others on nationwide shows highlighting the work of the CHP, especially in the area of auto theft and speed enforcement. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Ride alongs are always available through the local office.	IP
<a href="#">686</a>	MR	Increase public awareness campaigns for motorists to slow down when approaching construction or enforcement activity on the highways.	Currently working with Division PAOs, Caltrans and OTS on a new "Slow For the Cone Zone" PR Campaign.	IP



<a href="#">689</a>		Reconsider criteria necessary for detailed diagramming. Use digital photography in place of factual diagrams, except fatal/11-80s. Diagrams are rarely used in court, and technology exists to create a diagram from digital photos if necessary and prevents		IP
<a href="#">696</a>	MR	Have the media ride with us more often to realize the dangers and problems we face. We should tout our working conditions as the most dangerous beat in the state. The media can help get the message out to pull to the right when they see red lights, and to pull off the freeway if possible.	The department is working with Court TV and others on nationwide shows highlighting the work of the CHP, especially in the area of auto theft and speed enforcement. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Ride alongs are always available through the local office.	IP
<a href="#">742</a>	ACAD	Re-vamp oral brevity codes, including a "less than 10-35" assistance code		IP
<a href="#">743</a>	ACAD	Retrain and revise the use of 10-35/11-99		IP
<a href="#">746</a>	PAD	Rumble Strips be added to all shoulders on the freeway to alert drivers leaving the roadway.	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">746</a>		Rumble Strips be added to all shoulders on the freeway to alert drivers leaving the roadway		IP
<a href="#">754</a>		More enforcements pockets on ramps		IP
<a href="#">755</a>		Upgrades to the radio\mountain top repeater system. Some coverage in inadequate.		IP
<a href="#">756</a>	ACAD	We need other radio codes to fill the gap between 10-35 and an 1199.		IP
<a href="#">757</a>		Link warrants to driver license system. Establish X number DL is the person doesn't have a regular DL issued at the time a warrant is issued.		IP
<a href="#">758</a>		We need more radio frequencies. We have too many units competing for air time. Radio system is inadequate.		IP
<a href="#">759</a>		Install permanent LED warning lights embedded in the road dog that can be activated by Dispatch or by sensor, that warn motorist of a hazard ahead.		IP

<a href="#">760</a>		We need to tie all the Departments electronics together, so that they work in harmony to enhance officers safety.		IP
<a href="#">761</a>		The policy of giving location in response to a radio call is not effective if the communications center does not copy your traffic, due to poor radio reception. Areas have identified several dead radio spots. Promises to fix the problem for years have c		IP
<a href="#">764</a>		Whatever happened to the automated citation devices? Why don't we have those? The less time we're standing on the freeway, the less likely we are to get hit.		IP
<a href="#">766</a>	PAD	If we had video cameras, we could even stop doing the 415 D's (June 6th) and just let the ACLU review any videotapes they want. It would be obvious that 98% of the time the officer isn't sure who or what he/she stopped until he/she walks up to the window.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">767</a>		Increase the number of license plate readers - maybe standard for every patrol car. That way you always know instantly if the car you're about to pull over is wanted.		IP
<a href="#">768</a>	ASD/FOS	Our overhead lights are getting old and faded, and rotate too slow.	See item number 4.	IP
<a href="#">769</a>		Make more use of Visteon systems, or more use of voice-activated equipment. Visteon is good equipment.		IP
<a href="#">770</a>		Implement badges encoded with identification number and law enforcement number specific to the division, making it possible to instantly identify the location of any officer.		IP

<a href="#">772</a>		The Valley Black radio frequency in Sacramento should be split to allow a growing Woodland Area command to have their own frequency. Also true of the Valley Brown frequency which covers five growing Areas.		IP
<a href="#">773</a>		Specific to Stockton: implement split frequency (pink). Was due last year, but has yet to occur.		IP
<a href="#">782</a>		More/better repeaters		IP
<a href="#">783</a>		Extender reach is minimal if officers are in foot pursuit.		IP
<a href="#">789</a>		PDA - Personal Data System - to speed up citation and accident information at scenes to reduce exposure time.		IP
<a href="#">790</a>	ACAD	Provide better body armor.	The Department previously issued Level IIA body armor. The Academy Tactical Training Program and Purchasing Services Unit are working with the Department of General Services, and is currently in the process of finalizing a statewide contract for Level IIIA body armor. Level IIIA body armor provides ballistic protection up to and including .44 magnums to nine millimeter submachine guns. It also provides protection against most handgun threats covered by Levels IA and IIA. Trauma plates will not be issued as a component of this contract, however, the body armor carriers will be equipped with a pocket, should an employee elect to use the trauma plate.	IP
<a href="#">790</a>		Provide better body armor.		IP
<a href="#">791</a>	ACAD	Install laser sites on primary weapons.	Weapons: A study on pistol lights is currently under review by Assistant Commissioner, Staff. (For recommendations 19, 56, 57, 58, 663, 682, 781, 791, 932, 941, 962, 1008, 1013, 1017, 1018, 1047, 1058, 1171, 1181, 1270, 1289)	IP
<a href="#">794</a>	ASD/PAD	Put cameras in all patrol vehicles.	(08/03/2007) No changes. FOS will install any new video system identified and procured by PAD.	IP
<a href="#">794</a>	PAD	Put cameras in all patrol vehicles.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">794</a>		Put cameras in all patrol vehicles		IP
<a href="#">797</a>	PAD	Expand use of In-Car Cameras.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">797</a>		Expand use of In-Car Cameras.		IP
<a href="#">799</a>		Purchase for each Area a SUV to be utilized as Mobile Command Post.		IP
<a href="#">800</a>		Incorporate 11-99 buttons on radios		IP
<a href="#">804</a>	MR	Driving Demands Responsibility media campaign designed to focus on expectations and consequences of unsafe driving.	Safe driving messaging is used in every media event. Will be working with Division PAOs to get the message out.	IP
<a href="#">805</a>		Road engineering requests need to be dealt with in a timely manner.		IP
<a href="#">806</a>	OSR	Mandatory sentencing for DUI's with even higher fines.	The Department is sponsoring six DUI related legislative bills aimed at punishment, DUI recidivism, driver's license consequences, and mandatory ignition interlock device installation. The OSR is actively working with legislators, allied law enforcement agencies, and	IP

<a href="#">806</a>		Mandatory sentencing for DUI's with even higher fines.		IP
<a href="#">807</a>		More double fine zones.		IP
<a href="#">810</a>		To see unmarked "white cars" utilized more to enable us to stop aggressive drivers more easily.		IP
<a href="#">811</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">812</a>		Strengthen Under 21 DUI laws, i.e.: 30-day impound of vehicle with any evidence of alcohol consumption.		IP
<a href="#">813</a>		Feedback/lessons learned from officer fatalities as a result of shootings, acts of violence, as well as traffic collisions. Personnel understand that sometimes investigations take extended time and due to potential prosecution, some things cannot be rele	In Process. ORM is developing methods for statistics compilation to assist in tracking incident commonality trends and will provide applicable reports for review and any necessary action. When the operational unit of ORM completes a potential civil litigation review, a report outlining any pertinent risk management issues identified will be provided to the appropriate Division to facilitate training and provide for "lessons learned" relative to the incident.	IP
<a href="#">816</a>	ACAD	There was discussion on the need for sergeants to ensure appropriate feedback given to officers. This was directed to those identified as being deficient. This included officer safety issues, as well as those who spent their time trying not to do their job.	Development and implementation of the Supervisors' Forum is currently being explored by the Academy, however, at this time a timeline has not been established. Once a curriculum has been developed, the course would require approval by the Executive Management.	IP
<a href="#">823</a>	MR	Seems like our local media does a poor job in covering incidents like the death of our officers, unless they are local. Many times we learn of such incidents through other media sources far from us.	Current statewide PAO media relations training has focused on fostering positive relationships with local media to better get out the word on such issues.	IP
<a href="#">826</a>	OSR	Tougher laws and punishments for DUI offenders or for officer assaults.	The Department actively supports legislation aimed at reducing incidents of DUI. The OSR is currently working on a proposal that is aimed at punishment, DUI recidivism, driver's license consequences, and treatment. Senate Bill 1545 (Poochigian) would have increased the penalties for carrying a concealed or loaded firearms under specified conditions, including assaulting an officer. This bill failed passage in the Senate Appropriations Committee.	IP

<a href="#">826</a>		Tougher laws and punishments for DUI offenders or for officer assaults.		IP
<a href="#">829</a>	MR	Have the media ride with us more often to realize the dangers and problems we face. We should tout our working conditions as the most dangerous beat in the state. The media can help get the message out to pull to the right when they see red lights, and to pull off the freeway if possible.	The department is working with Court TV and others on nationwide shows highlighting the work of the CHP, especially in the area of auto theft and speed enforcement. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Ride alongs are always available through the local office.	IP
<a href="#">837</a>	ACAD	In each of the outlined categories a lengthy discussion ensured eliciting both sergeants and officers feedback on the various elements and variables that could be present during each scenario.	The Academy is currently in the process of reinstituting debriefing videos when officers involved serious incidents occur. (Recommendations 837, 1352, 1364)	IP
<a href="#">839</a>	OSR	Involvement of the Office of Special Reps to work with the Legislature to severely toughen DUI laws (i.e. stricter sentences and zero tolerance for repeat offenders.	The Department is sponsoring six DUI related legislative bills aimed at punishment, DUI recidivism, driver's license consequences, and mandatory ignition interlock device installation. The OSR is actively working with legislators, allied law enforcement agencies, and other state agencies on these bills.	IP
<a href="#">839</a>		Involvement of the Office of Special Reps to work with the Legislature to severely toughen DUI laws (i.e. stricter sentences and zero tolerance for repeat offenders.		IP
<a href="#">845</a>		We need more people! Let's hire laterals from other departments and offering 3/12 shifts or other attractive incentives.		IP
<a href="#">849</a>		Greater number of PSDIIs. They are overworked and underpaid.		IP
<a href="#">860</a>		Increase staffing in Areas with more officers and clerical.		IP
<a href="#">863</a>	PMD	Not enough clerical positions – Officers being used for clerical paperwork.	Selection Standards and Examinations Section (SSES) will work with Administrative Services Division upon approval of any additional positions being allocated to the Department.	IP
<a href="#">863</a>		Not enough clerical positions - Officers being used for clerical paperwork		IP
<a href="#">864</a>		Review criteria for disqualifying applicants to ensure the hiring good candidates.		IP



<a href="#">865</a>	MR	Explore changing the public's mindset regarding their perception of police officers and casual acceptance of violence (from movies and video game depictions).	Will be working with Division . . AOs to project a positive image of CHP and its officers.	IP
<a href="#">865</a>		Explore changing the public's mindset regarding their perception of police officers and casual acceptance of violence (from movies and video game depictions).		IP
<a href="#">868</a>	MR	Develop and use Public Service Announcements, in English and other languages on a variety of safety issues, such as, advising motorists on what to do if: they're involved in a collision on the highway, their vehicle breaks down on the highway, they're pulled over by a CHP officer on the freeway, they see flashing lights on an emergency vehicle, etc. Run them at DMV offices as well.	OMR is currently working with Division PAOs to develop PSA material addressing the various safety issues motorists may encounter. Implementation depends upon securing funding to purchase time or space for the spots to run in California media.	IP
<a href="#">871</a>	PAD	Work with Cal Trans to construct secure stopping zones (for enforcement stops or collision investigation) on freeway right of way. These may be actual new construction or just barriers for protection from passing traffic.	This item has been combined with recommendations 200, 490, 519, and 871 as they are duplicates.	IP
<a href="#">871</a>		Work with Cal Trans to construct secure stopping zones (for enforcement stops or collision investigation) on freeway right of way. These may be actual new construction or just barriers for protection from passing traffic.		IP
<a href="#">873</a>	ASD/PAD	Install video cameras in all patrol cars.	(08/03/2007) No changes. FOS will install any new video system identified and procured by PAD.	IP
<a href="#">873</a>	PAD	Install video cameras in all patrol cars.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">873</a>		Install video cameras in all patrol cars.		IP
<a href="#">875</a>	ACAD	Provide a personal alarm for officers (perhaps connected to the extender) that can activate the emergency lights and/or siren of the patrol car (to serve as a distraction to an assailant and beacon to responding officers)	The Department is testing a motion sensor alert system which is affixed to the spotlight and sounds an alarm anytime there is movement within the target zone of the motion sensor. The vehicle is assigned to the South Sacramento Area for testing.	IP

<a href="#">875</a>		Provide a personal alarm for officers (perhaps connected to the extender) that can activate the emergency lights and/or siren of the patrol car (to serve as a distraction to an assailant and a beacon to responding officers). The personal alarm should als		IP
<a href="#">876</a>		Use limited deployment of License Plate Recognition (LPR) technology through the video camera system to run the plate directly ahead of the patrol vehicle when the front red light is activated (instead of the continuous scan of the full LPR system)		IP
<a href="#">877</a>		Increase Communications Center Staff so that all traffic stops can be called in and tracked. Increase Dispatcher pay to attract more qualified candidates.		IP
<a href="#">882</a>	ACAD	Replace the use of wearing the neon yellow rain gear with the cold weather suit which is a more professional looking uniform and allows a more tactical advantage as it allows access to all of your tools and radio.	The Academy has conducted a complete revision of the specifications for departmental rain gear. This revision incorporates the visibility requirements mandated by US Federal Highway Rule, CFR 23, Part 634, as well as additional features designed to make the rain gear more practical and "user-friendly." A few of the notable improvements over the current rain gear include a more pliable material, an insulated jacket liner, and belt loops. The rein wear specifications were submitted to the Department of General Services for approval and an Invitation for Bid has now been issued for vendors to respond. (Recommendations 18, 26, 33,	IP
<a href="#">883</a>	PAD	Restructure COZEEP or MAZEEP overtime duties. Assigning officers to work these details on overtime encourages laziness and lack of productivity during their regular work shift.	This issue was discussed at the last Top Management meeting and is still under review. However, the Transportation Planning Manual, HPM 41.1, Chapter 5, Transportation Management Systems, is being revised to incorporate policy from MM No. 05-120 and add emphasis on collaboration and communication between the CHP and Caltrans during the planning process. An operational plan for COZEEP/MAZEEP details will be required to ensure coordination between Caltrans and the CHP takes place.	IP
<a href="#">885</a>		For officer safety purposes, make it possible for officers to run a wants check quickly and efficiently on every car and person stopped and require every officer to do so.		IP
<a href="#">886</a>		Increase the use of our warrant service teams.		IP
<a href="#">889</a>	ACAD	Increase the number of public safety dispatchers to handle the increased radio traffic resulting from officers calling in their traffic stops and the possibility of splitting radio frequencies.		IP

<a href="#">892</a>	PMD	That increasing staffing levels in rural Areas be a greater priority. The formula for staffing should be revised. Compromising staffing levels in rural Areas has a much greater impact with regard to officer safety concerns than in metropolitan commands.	PMD will work with ACF should personnel allocations be approved to be redistributed to other geographical locations throughout the state.	IP
<a href="#">892</a>		That increasing staffing levels in rural Areas be a greater priority. The formula for staffing should be revised. Compromising staffing levels in rural Areas has a much greater impact with regard to officer safety concerns than in metropolitan commands		IP
<a href="#">893</a>	PMD	Staffing levels for larger metropolitan Areas should be increased to enhance officer safety. There is a lot more traffic now than 20-30 years ago with minimal increase in departmental personnel. We do not have enough officers to be truly effective.	The Department has been approved for 240 additional officers. The Commissioner's "Pursue Your Future" Recruitment Tour of all eight field Divisions was completed in December to heighten recruitment efforts for the cadet classification.	IP
<a href="#">893</a>		Staffing levels for larger metropolitan areas should be increased to enhance officer safety. There is a lot more traffic now than 20-30 years ago with minimal increase in departmental personnel. We don't have enough officers to be truly effective. We a		IP
<a href="#">917</a>	ACAD	Sergeants need to know there people, they must establish trust, loyalty and communication. Sergeants need to work the field and actually supervise. There would be a drastic drop in complaints and the additional assistance is needed. Quality supervision.	Development and implementation of the Supervisors' Forum is currently being explored by the Academy, however, at this time a timeline has not been established. Once a curriculum has been developed, the course would require approval by the Executive Management.	IP
<a href="#">917</a>		Sergeants need to know there people, they must establish trust, loyalty and communication. Sergeants need to work the field and actually supervise. There would be a drastic drop in complaints and the additional assistance is needed. Quality supervision		IP

<a href="#">921</a>	PAD	Inquire and ask the State to install "Rumble Strips" on all highways for the entire motoring public.	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">921</a>		Inquire and ask the State to install "Rumble Strips" on all highways for the entire motoring public.		IP
<a href="#">930</a>		Further study and research on emergency lights being maintained on or off during the entire traffic stop. For example, in comparison with Nevada Highway Patrol who leave their lights on during traffic stops.		IP
<a href="#">931</a>	ASD/IMD	Install digital video cameras in all patrol vehicles.	See item number 797. (07/03/2007) No changes. FOS will install any new video system identified and procured by PAD.	IP
<a href="#">931</a>	PAD	Install digital video cameras in all patrol vehicles.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">931</a>		Install digital video cameras in all patrol vehicles.		IP
<a href="#">932</a>	ACAD	Laser sights for all departmental hand guns to improve accuracy along with new holsters.	Weapons: A study on pistol lights is currently under review by Assistant Commissioner, Staff. (For recommendations 19, 56, 57, 58, 663, 682, 781, 791, 932, 941, 962, 1008, 1013, 1017, 1018, 1047, 1058, 1171, 1181, 1270, 1289)	IP
<a href="#">934</a>		Patrol vehicle equipment such as video cameras, global positioning systems and mobile digital computers should be installed and would enhance officer safety.		IP
<a href="#">936</a>	ACAD	Replace outdated low bid vests with quality vests. Also suggested was to provide the amount of the vest in conjunction with the uniform allowance and allow officers to purchase their own vest.	The Department previously issued Level IIA body armor. The Academy Tactical Training Program and Purchasing Services Unit are working with the Department of General Services, and is currently in the process of finalizing a statewide contract for Level IIIA body armor. Level IIIA body armor provides ballistic protection up to and including .44 magnums to nine millimeter submachine guns. It also provides protection against most handgun threats covered by Levels IA and IIA. Trauma plates will not be issued as a component of this contract, however, the body armor carriers will be equipped with a pocket, should an employee elect to use the trauma plate.	IP
<a href="#">936</a>		Replace outdated low bid vests with quality vests. Also suggested was to provide the amount of the vest in conjunction with the uniform allowance and allow officers to purchase their own vest.		IP
<a href="#">944</a>		Most officers, with the exception of larger or taller ones, feel all patrol vehicles should have cages, plastic rear seats and Plexiglas. This would provide officer safety, easy clean up and additional support for roll-over collisions.		IP

<a href="#">946</a>		Install digital recorders in the patrol vehicles for officers to use to read out a license plate of a vehicle, description, number of occupants, etc., if the stop is not called in.		IP
<a href="#">951</a>		Install License Plate Reader (LPR) technology in all patrol vehicles.		IP
<a href="#">954</a>		Install software for unit identifiers so that when radio is keyed it indicates unit ID and location on screen.		IP
<a href="#">955</a>		Obtain a better radio system		IP
<a href="#">957</a>		Have DMV change their drivers manual to include pulling onto the shoulder rather than the center divider when emergency vehicles approach. Also emphasize need to pull vehicles to the shoulder after a T/C if there are no injuries.		IP
<a href="#">962</a>	ACAD	Allow the use of weapons mounted flashlights.	Weapons: A study on pistol lights is currently under review by Assistant Commissioner, Staff. (For recommendations 19, 56, 57, 58, 663, 682, 781, 791, 932, 941, 962, 1008, 1013, 1017, 1018, 1047, 1058, 1171, 1181, 1270, 1289)	IP
<a href="#">963</a>	ACAD	Provide more funding for simunition training so scenarios are more realistic.	The Academy's Tactical Training Program has developed a lesson plan and training scenarios to be utilized by Division Training Coordinators at the Area level for simunitions based training. Training for Division personnel began during the third quarter of 2008. The Department entered into a contract to purchase simunitions and other than lethal training products.	IP
<a href="#">989</a>	ACAD	Requirement for In-service training to be conducted every 3 years. Training to focus on officer safety, current critical incidents, range training, EVOC training; including training on the high speed course.	All officers are required to attend Officers' Forum every three years; however, due to the limited availability of the Academy instructors and the new hands-on curriculum, there are not enough Officers' Forum Classes conducted each year to accomplish that task. The increased cadet class sizes will further affect the number of classes conducted. In addition, the Field Training and Evaluation Program is preparing an issue paper addressing changes to the current Officers' Forum curriculum and duplicate training issues. (Recommendations 655, 989, 1264, 1375)	IP
<a href="#">991</a>	ACAD	The Academy Motorcycle training network is in use year around. There is a need for sheltered and covered areas, drinking water, restrooms and telephone for emergencies on the network. The K-9 training facility has them.	This is under consideration during the review of the Academy infrastructure plan. (Recommendations 991 and 1378)	IP
<a href="#">1004</a>		Reflective uniforms		IP
<a href="#">1009</a>	ACAD	Upgrade our rain gear from bulky, poor officer safety equipment to allow the purchase of an all-weather jumpsuit for use during rain days and cold weather.	The Academy has conducted a complete revision of the specifications for departmental rain gear. This revision incorporates the visibility requirements mandated by US Federal Highway Rule, CFR 23, Part 634, as well as additional features designed to make the rain gear more practical and "user-friendly." A few of the notable improvements over the current rain gear include a more pliable material, an insulated jacket liner, and belt loops. The rein wear specifications were submitted to the Department of General Services for approval and an Invitation for Bid has now been issued for vendors to respond. (Recommendations 18, 26, 33,	IP



<a href="#">1009</a> -		Upgrade our rain gear from bulky poor officer safety equipment to allow the purchase of an all weather jump suit for use during rain days and cold weather.		IP
<a href="#">1017</a> -		Laser sites should be approved for our weapons		IP
<a href="#">1030</a> -		Replace the use of wearing the neon yellow rain gear with the cold weather suit which is a more professional looking uniform and allows a more tactical advantage as it allows access to all of your tools and radio.		IP
<a href="#">1036</a> -		Increase the number of public safety dispatchers to handle the increased radio traffic resulting from officers calling in their traffic stops and the possibility of splitting radio frequencies.		IP
<a href="#">1037</a> -		Review all Field Training Officer procedures.		IP
<a href="#">1046</a> -		Research and prepare updated policy and procedures for tractor/trailer (big-rig) stops, etc. Also include SUV's, 4x4's, and pick-ups with extended cabs.		IP
<a href="#">1047</a> -		Laser sights for all departmental hand guns to improve accuracy along with new holsters.		IP
<a href="#">1076</a> -		Retrain and revise the use of 10-35/11-99		IP
<a href="#">1079</a> -	ESD	DMV records need to include not only the Make and Model of the vehicle but the color also. In the Officer Scott shooting, the color of the car could not be verified.	ON-GOING. The October/November 2007 was cancelled by DMV. Further discussions with DMV are necessary due to legislation that will be required for implementation of this issue.	IP
<a href="#">1092</a> -	ESD	Have a member of the Shooting Team go the quarterly Area training days to discuss current incidents and what officer safety issues were discovered	ON-GOING. The statewide CIIT Team meeting was postponed last quarter and has been rescheduled in September 2008. The safety recommendation will be discussed at the meeting.	IP

<a href="#">1095</a> -		In the 70's when the Academy moved to West Sacramento, the motorcycle unit shared the EVOC training network with EVOC cadet training. The motorcycle classes were available when cadet training was not being performed. In the 90's, the Department provided		IP
<a href="#">1096</a> -		Public Safety Dispatcher Training: CAD logs not reflecting actual communications which take place between field units and Comm Center. Important information often not recorded on log; actual voice print recordings not retained long enough to assist if I		IP
<a href="#">1100</a> -	IMD	Fast track driver license readers to minimize exposure on stops.	Driver license readers must necessarily be part of the Automated citation devices (ACD) project, so that the driver license data has some place to go. This is a complex project that requires planning and testing with the data recipients (courts). The ACDs are a component in the Records Management System (RMS). The Feasibility Study Report (FSR) for RMS has been submitted for internal review and approval. MDCs have been purchased for all patrol vehicles and have been deployed. Planning and Analysis Division, Research and Planning Section has prepared an RFI which is currently being reviewed for the MVARs projects. ACDs were acquired for five Area offices through Office of Traffic Safety grant funding. The program was not expanded at the conclusion of the grant because the courts did not have a standardized data format. Expanding the program would have meant developing individual data standards for each court throughout the state. The California Judicial Council is leading an effort to develop a standardized data	IP
<a href="#">1101</a> -	IMD	Issue everyone cell phones, just like other PDs.	This concept will be evaluated and submitted to Top Management for consideration. Cell phones issued to field officers, sergeants, and lieutenants would cost the Department approximately \$310,000 per month for cellular service.	IP
<a href="#">1102</a> -	IMD	Equip the field with better radios and body armor.	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP

<a href="#">1103</a>	IMD	Panic button on each radio extender.	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be given to the method used to display the location and identification of the transmitter at the communications center.	IP
<a href="#">1104</a>	IMD	More/better repeaters	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">1105</a>	IMD	Extender reach is minimal if officers are in foot pursuit.	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">1106</a>	IMD	Purchase the automated citation devices.	Driver license readers must necessarily be part of the Automated citation devices (ACD) project, so that the driver license data has some place to go. This is a complex project that requires planning and testing with the data recipients (courts). The ACDs are a component in the Records Management System (RMS). The Feasibility Study Report (FSR) for RMS has been submitted for internal review and approval. MDCs have been purchased for all patrol vehicles and have been deployed. Planning and Analysis Division, Research and Planning Section has prepared an RFI which is currently being reviewed for the MVARS projects. ACDs were acquired for five Area offices through Office of Traffic Safety grant funding. The program was not expanded at the conclusion of the grant because the courts did not have a standardized data format. Expanding the program would have meant developing individual data standards for each court throughout the state. The California Judicial Council is leading an effort to develop a standardized data	IP

<a href="#">1108</a> -	IMD	Incorporate 11-99 buttons on radios	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">1110</a> -	IMD	Drivers license swiper on MDCs		IP
<a href="#">1111</a> -		The Department needs to put the glory back into doing the main Highway Patrol job: writing tickets, handling accidents, assisting disabled motorists (working the beat). Take a look at our recruitment materials and departmental publications, and what do y		IP
<a href="#">1112</a> -	PMD	Other departments are becoming very competitive regarding benefits, wages, etc. to recruit new officers.	It is important that the CHP remain competitive with allied agencies for salary, incentives, and benefits, not only for recruitment purposes, but also for retention. Compensation is the primary driving force behind employment recruitment, and other benefits are key elements of retention and recruitment. The competition between allied agencies for good candidates is a larger problem today than compared to years past. Most allied agencies offer applicants the ability to work in the community where they currently live. To be competitive, it is imperative that the CHP offer a salary which offsets living expenses in the community in which officers work. This will be addressed by the OER during contract negotiations.	IP
<a href="#">1115</a> -	IMD	Dispatch. In the Coalinga Area, we share a frequency with four other areas. Due to the lack of ability to hear when the other units are speaking, the lack of training and consistency at dispatch lends itself to a multitude of other problems. Breaking	Due to the magnitude and the scope of the CHPERS project, it will take approximately five fiscal years to implement the plan that started July 1, 2006. The fixed radio system equipment will be purchased and installed in two field Divisions each fiscal year until the system installation is complete. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units.	IP
<a href="#">1116</a> -		Spend the money and make the necessary changes to the way we are recruiting so that we can hire and retain qualified candidates instead of losing them to other agencies. For the time being, stop worrying about target recruitment and simply focus on getti		IP

<a href="#">1117</a>		We need more personnel. A lengthy discussion was had on the need for more personnel. Recruitment ideas: 1) allow for new recruits to know what command they will be assigned "on the front end" of the hiring. In this process, perhaps, for those that wa		IP
<a href="#">1118</a>	IMD	Install vehicle locator systems (GPS is currently available in Cingular MDC modems) that are on continuously or activated under certain circumstances (for example, when the red light is activated).	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	IP
<a href="#">1119</a>	IMD	Provide a personal alarm for officers (perhaps connected to the extender) that can activate the emergency lights and/or siren of the patrol car (to serve as a distraction to an assailant and a beacon to responding officers). The personal alarm should als	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">1120</a>		Reduce the number of officers in administrative positions and redistribute those positions into the field. Replace as many of the officer administrative positions with non-uniformed personnel or retired uniformed personnel when feasible.		IP
<a href="#">1121</a>	IMD	For officer safety purposes, make it possible for officers to run a wants check quickly and efficiently on every car and person stopped and require every officer to do so.	This policy issue will be evaluated and submitted to Top Management for consideration.	IP
<a href="#">1123</a>	IMD	Better updated equipment, deployment of TASERS, radios and communication equipment, MDCs utilized throughout the state, better scanning abilities, better flares that stay lit in the rain, etc.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. Currently, remote site surveys are being scheduled and conducted by the CHPERS unit. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units.	IP



<a href="#">1124</a>	IMD	Help dispatchers by increasing positions to manage the radio communication and answer cell 911 calls, provide headsets that can handle both radio and phone calls and have sergeants spend time at centers to monitor what is occurring.	The Department's replacement of the current Computer Aided Dispatch (CAD) system was approved by the Department of Finance. The Request for Proposal was issued to the vendors on July 5, 2007 and the contract is currently scheduled to be awarded on February 14, 2008. The Department's Public Safety Dispatcher augmentation request was approved by the legislature. Between July 1, 2006, and June 30, 2007, the Department hired and trained an additional 176 Public Safety Dispatcher IIs. The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The addition of tactical and administrative radio channels for all Divisions is a project deliverable.	IP
<a href="#">1125</a>	IMD	Technical device in patrol vehicles to read license plates on vehicle stops with immediate notification to dispatch. This device should also establish locations (GPS), in car cameras with audio and driver license readers/scanners to assist in rapid compl	In-vehicle cameras and license plate reader technology is currently being explored and implemented as funding permits. This will provide officers with a more efficient way of reading and capturing license plates and violator information.	IP
<a href="#">1126</a>	IMD	Each Area office needs their own designated dispatcher to handle calls in each dispatch center.	The Department's replacement of the current Computer Aided Dispatch (CAD) system was approved by the Department of Finance. The Request for Proposal was issued to the vendors on July 5, 2007 and the contract is currently scheduled to be awarded on February 14, 2008. The Department's Public Safety Dispatcher augmentation request was approved by the legislature. Between July 1, 2006, and June 30, 2007, the Department hired and trained an additional 176 Public Safety Dispatcher IIs. The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The addition of tactical and administrative radio channels for all Divisions is a project deliverable.	IP
<a href="#">1127</a>	IMD	Call in all traffic Stops. Every other agency does this. This would require an increase in staffing at COM centers and possibly more frequencies so that Areas wouldn't have to share frequencies.	The Department's replacement of the current Computer Aided Dispatch (CAD) system was approved by the Department of Finance. The Request for Proposal was issued to the vendors on July 5, 2007 and the contract is currently scheduled to be awarded on February 14, 2008. The Department's Public Safety Dispatcher augmentation request was approved by the legislature. Between July 1, 2006, and June 30, 2007, the Department hired and trained an additional 176 Public Safety Dispatcher IIs. The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The addition of tactical and administrative radio channels for all Divisions is a project deliverable.	IP
<a href="#">1128</a>	IMD	Run 28's and 29's on a license plate before stopping the vehicle. Would require additional COMM center staffing and policy change. Ideally, MDCs would take care of this problem. All units should be equipped with MDCs.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	IP

<a href="#">1129</a>	IMD	Dispatch needs to repeat back a units radio traffic. Most of the time can't hear the other units traffic, including their location, and if dispatch repeats it then all units can copy an officers location and the type of stop they are on.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. Currently, remote site surveys are being scheduled and conducted by the CHPERS unit. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units.	IP
<a href="#">1130</a>	IMD	There needs to be a statewide broadcast of an 11-99. Both shooting incidents adjoining Areas and Divisions were unaware of the outstanding suspect.	The Department's replacement of the current CAD system was approved by the Department of Finance. The Request for Proposal was issued to the vendors on July 5, 2007 and the contract is currently scheduled to be awarded on February 14, 2008. On or about September 1, 2007, the office of primary interest for communications centers will become the Communications Centers Support Section (CCSS). This policy issue will be referred to CCSS for evaluation and possible	IP
<a href="#">1131</a>	IMD	Require 10-29 on all Drivers License checks (automatically).	This policy issue will be evaluated and submitted to Top Management for consideration.	IP
<a href="#">1132</a>	IMD	Allow dispatch to run 10-29s at their discretion and now wait for an officer to ask	This policy issue will be evaluated and submitted to Top Management for consideration.	IP
<a href="#">1133</a>	IMD	Upgrades to the radio/mountain top repeater system. Some coverage in inadequate.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. Currently, remote site surveys are being scheduled and conducted by the CHPERS unit. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units.	IP
<a href="#">1134</a>	IMD	Our radio extenders are useless beyond a couple hundred feet from the patrol vehicle. Once you're out in the open, especially on a foot pursuit, you have no communication whatsoever. A lot of us have to use our personal cell phone to talk to dispatch wh	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">1135</a>	IMD	Radio system and the rest of the equipment in patrol cars. The low band radio uses a huge, heavy, bulky system and the quality and capabilities are limited. Why not get past the old way of thinking and take a big step into the 21st century with a statew	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. Currently, remote site surveys are being scheduled and conducted by the CHPERS unit. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units.	IP
<a href="#">1136</a>	IMD	Communication between allied agencies is terrible. By the time we relay a message through dispatchers, it is distorted and wrong. Allow direct communication via radio with allied agencies.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. Direct communication with allied agencies is an operational issue that is currently technically possible. The newly created CCSS unit will evaluate this proposal and make a recommendation to Top Management.	IP

<a href="#">1137</a>	IMD	Whatever happened to the automated citation devices? Why don't we have those? The less time we're standing on the freeway, the less likely we are to get hit.	Driver license readers must necessarily be part of the Automated citation devices (ACD) project, so that the driver license data has some place to go. This is a complex project that requires planning and testing with the data recipients (courts). The ACDs are a component in the Records Management System (RMS). The Feasibility Study Report (FSR) for RMS has been submitted for internal review and approval. MDCs have been purchased for all patrol vehicles and have been deployed. Planning and Analysis Division, Research and Planning Section has prepared an RFI which is currently being reviewed for the MVARS projects. ACDs were acquired for five Area offices through Office of Traffic Safety grant funding. The program was not expanded at the conclusion of the grant because the courts did not have a standardized data format. Expanding the program would have meant developing individual data standards for each court throughout the state. The California Judicial Council is leading an effort to develop a standardized data	IP
<a href="#">1139</a>	IMD	Make more use of Visteon systems, or more use of voice-activated equipment. Visteon is good equipment.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. A total of 44 Consolidated Patrol Vehicle Environment (CPVE) patrol vehicles have been deployed in Woodland and Yuba-Sutter Area offices. An RFI is being prepared to identify a statewide solution. On June 12, 2007, a comm-net was distributed asking for volunteer commands to deploy 165 CPVE patrol vehicles to the field for testing. The CPVE is part of the CHPERS project.	IP
<a href="#">1140</a>	IMD	We should have a primary dispatch frequency, and another frequency for records checks, just like most other law enforcement agencies.	The Department's replacement of the current Computer Aided Dispatch (CAD) system was approved by the Department of Finance. The Request for Proposal was issued to the vendors on July 5, 2007 and the contract is currently scheduled to be awarded on February 14, 2008. The Department's Public Safety Dispatcher augmentation request was approved by the legislature. Between July 1, 2006, and June 30, 2007, the Department hired and trained an additional 176 Public Safety Dispatcher IIs. The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The addition of tactical and administrative radio channels for all Divisions is a project deliverable.	IP
<a href="#">1141</a>	IMD	Either place a tracking device on the patrol vehicles or have a panic button on the radios so officers in trouble can quickly send signal and/or be easily located.	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">1144</a>	IMD	The Valley Black radio frequency in Sacramento should be split to allow a growing Woodland Area command to have their own frequency. Also true of the Valley Brown frequency which covers five growing Areas.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The project includes additional radio channels for tactical and emergency operations, and administrative details. Communications centers will have the ability to separate the emergency and non-emergency operations during peak and critical times. The system upgrade is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units. The system upgrade is projected to occur in Valley and	IP



<a href="#">1146</a>	IMD	Specific to Stockton: implement split frequency (pink). Was due last year, but has yet to occur.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The project includes additional radio channels for tactical and emergency operations, and administrative details. Communications centers will have the ability to separate the emergency and non-emergency operations during peak and critical times. The system upgrade is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units. The system upgrade is projected to occur in Valley and	IP
<a href="#">1147</a>	IMD	11-99 buttons on radios.	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP
<a href="#">1150</a>	IMD	Retention of Voice Print recordings from communications centers for up to one year from date recorded. (Would result in expense for CD/DVD storage/archiving of recordings). Would allow accurate review of units' histories, (e.g., to support/refute allege	This item will be referred to the newly created CCSS for evaluation of existing policies and practices. IMD anticipates that CCSS could begin examining this issue in October 2007.	IP
<a href="#">1151</a>	IMD	New radios in vehicles with ability to communicate with allied agencies.	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. Direct communication with allied agencies is an operational issue that is currently technically possible. The newly created CCSS unit will evaluate this proposal and make a recommendation to Top Management.	IP
<a href="#">1153</a>	IMD	Update radio system	The CHP Enhanced Radio System (CHPERS) project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our portable and mobile radio system. The specifications for the replacement portable radios include an extended range of one to two miles and improved building penetration. Additionally, the enhanced radio system will provide wider area coverage and allow the officer to communicate with other mobile units throughout the entire operational area. The deployment is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The acquisition of replacement mobile and portable radios is scheduled for the first three years of the project. The CHPERS project has portable radio evaluation and purchase as a first-year deliverable (2006/2007 fiscal year). Panic button capability will be included as a "desirable" feature in the specifications. Consideration must be	IP

<a href="#">1154</a>	IMD	Install software for unit identifiers so that when radio is keyed it indicates unit ID and location on screen.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	IP
<a href="#">1155</a>	IMD	Voice activated system in patrol cars that allows for giving the license plate of the S/V as it is pulling over. Info would be run through DMV and wants/warrants system.	In-vehicle cameras and license plate reader technology is currently being explored and implemented as funding permits. This will provide officers with a more efficient way of reading and capturing license plates and violator information.	IP
<a href="#">1157</a>	IMD	Electronic monitor for sergeants office to observe unit location.	This past fiscal year, the Department purchased modems and antennas for all enforcement sedans and MRE vehicles in the fleet that are within a cellular provider coverage area. This included all but 10 vehicles. The Mobile Digital Computers (MDCs), modems, and antennas have been deployed, are operational, and are activated with Global Positioning System (GPS). Completed. Information Management Division (IMD), Information Technology Section (ITS) staff have completed the development of an upgrade to the MDC software to capture the latitude and longitude and display it on the MDC and share it with the California Automated Reporting System (CARS) application. It also enables units to self assign a push button on the MDC to be sent to dispatch so that the dispatcher can locate the officer in an emergency situation. Before implementation occurs, usage policy will be developed in cooperation with the affected bargaining units. Note: The Computer Aided Dispatch (CAD) Project will include a fully	IP
<a href="#">1158</a>	IMD	Develop "panic button" technology in patrol vehicles.		IP
<a href="#">1159</a>	IMD	Increase Radio Frequencies	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The project includes additional radio channels for tactical and emergency operations, and administrative details. Communications centers will have the ability to separate the emergency and non-emergency operations during peak and critical times. The system upgrade is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units. The system upgrade is projected to occur in Valley and	IP
<a href="#">1160</a>	IMD	Additional radio channel for 27s, 28s, & 29s	The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The project includes additional radio channels for tactical and emergency operations, and administrative details. Communications centers will have the ability to separate the emergency and non-emergency operations during peak and critical times. The system upgrade is scheduled to begin in Central and Valley Divisions in 2007 and 2008. The repeat feature, automatic vote and steer, and simulcast will be significantly enhanced, with a project deliverable of improving the ability of units to hear radio traffic from other units. The system upgrade is projected to occur in Valley and	IP



<a href="#">1161</a>	IMD	Development of a database that incorporates all CHP forms to streamline reporting, resulting in less redundancy: have a system that would take information input one time and be able to distribute the data to various forms like CHP 555,556,202, 36, DMV f	IMD is developing the first in this series which will be an automated CHP 415 that will include the data element of the CHP 415 and the CHP 415D. Officers will complete the entire CHP 415 and electronically transmit it for review and approval and it will eventually automatically populate MIS without needing to be re-keyed in clerical. This first phase is due in production third quarter of 2007. Once successful, other field-related forms will follow in development.	IP
<a href="#">1162</a>	IMD	Development of automated 215 devices for all enforcement not just commercial	Driver license readers must necessarily be part of the Automated citation devices (ACD) project, so that the driver license data has some place to go. This is a complex project that requires planning and testing with the data recipients (courts). The ACDs are a component in the Records Management System (RMS). The Feasibility Study Report (FSR) for RMS has been submitted for internal review and approval. MDCs have been purchased for all patrol vehicles and have been deployed. Planning and Analysis Division, Research and Planning Section has prepared an RFI which is currently being reviewed for the MVARs projects. ACDs were acquired for five Area offices through Office of Traffic Safety grant funding. The program was not expanded at the conclusion of the grant because the courts did not have a standardized data format. Expanding the program would have meant developing individual data standards for each court throughout the state. The California Judicial Council is leading an effort to develop a standardized data	IP
<a href="#">1163</a>	IMD	Public Safety Dispatcher Training: CAD logs not reflecting actual communications which take place between field units and Comm Center. Important information often not recorded on log; actual voice print recordings not retained long enough to assist if I	This item will be referred to the newly created CCSS for evaluation of existing policies and practices. IMD anticipates that the CCSS could begin examining this issue in October 2007.	IP
<a href="#">1164</a>	IMD	Public Safety Dispatcher Training: Information returns (e.g., 10-28s) to requesting units. Often being broadcast "in the blind" when unit(s) not ready to copy information or dispatch using the incorrect repeater and unit(s) are unable to hear informatio	This item will be referred to the newly created CCSS for evaluation of existing policies and practices. IMD anticipates that the CCSS could begin examining this issue in October 2007.	IP
<a href="#">1165</a>	IMD	The officers expressed extreme concern for the issues related to the dispatch centers. The concerns were the delays in turn around for requested information while on a stop. Also the fact that officers frequently have to repeat their entire request beca	The Department's replacement of the current Computer Aided Dispatch (CAD) system was approved by the Department of Finance. The Request for Proposal was issued to the vendors on July 5, 2007 and the contract is currently scheduled to be awarded on February 14, 2008. The Department's Public Safety Dispatcher augmentation request was approved by the legislature. Between July 1, 2006, and June 30, 2007, the Department hired and trained an additional 176 Public Safety Dispatcher IIs. The CHPERS project is a five-year project that started July 1, 2006. It includes a complete replacement and enhancement of our radio system infrastructure. The addition of tactical and administrative radio channels for all Divisions is a project deliverable.	IP
<a href="#">1167</a>		Provide all patrol vehicles with LED light bars. With radar, we don't need to be stealth to catch speeders.		IP

<a href="#">1170</a> -	ACAD	Our current rain gear is impractical. It precludes getting to your primary weapon quickly.	The Academy has conducted a complete revision of the specifications for departmental rain gear. This revision incorporates the visibility requirements mandated by US Federal Highway Rule, CFR 23, Part 634, as well as additional features designed to make the rain gear more practical and "user-friendly." A few of the notable improvements over the current rain gear include a more pliable material, an insulated jacket liner, and belt loops. The rein wear specifications were submitted to the Department of General Services for approval and an Invitation for Bid has now been issued for vendors to respond. (Recommendations 18, 26, 33,	IP
<a href="#">1170</a> -		Our current rain gear is impractical. It precludes getting to your primary weapon quickly.		IP
<a href="#">1171</a> -	ACAD	Laser sights on the newly purchased firearms.	Weapons: A study on pistol lights is currently under review by Assistant Commissioner, Staff. (For recommendations 19, 56, 57, 58, 663, 682, 781, 791, 932, 941, 962, 1008, 1013, 1017, 1018, 1047, 1058, 1171, 1181, 1270, 1289)	IP
<a href="#">1171</a> -		Laser sights on the newly purchased firearms.		IP
<a href="#">1172</a> -		Panic button on each radio extender.		IP
<a href="#">1173</a> -	PAD	Personal tape recorders to record information on vehicle approach.	This item has been combined with recommendations 3, 30, and 1173 as they are duplicates.	IP
<a href="#">1173</a> -		Personal tape recorders to record information on vehicle approach.		IP
<a href="#">1175</a> -		Purchase the automated citation devices.		IP
<a href="#">1177</a> -		Pursue getting a wash and wear uniform that looks good but can be used on regular duty. The class A uniform gets dirty and damaged easily at accident scenes. Also when arresting combative subjects.		IP
<a href="#">1179</a> -		Use automated citation devices to speed up writing tickets and minimize exposure to traffic hazards		IP
<a href="#">1186</a> -		Stronger enforcement of unlicensed drivers, which includes more checkpoints under the new policy. Have more DUI checkpoints. This discussion went on to address use of the impound authorities to their fullest (as opposed to Section 22651"P"). When impou		IP
<a href="#">1203</a> -		The Department should never turn down grant money or federal donations.		IP
<a href="#">1204</a> -		Raise the priority of out service training funds they are not the first to be cut in times of tight fiscal times.		IP

<a href="#">1207</a>	ACAD	Uniform. Amending the uniform policy to allow a nighttime uniform, similar to the cold weather suit, with reflective writing or materials. Something similar to the utility uniform with reflective taping or material. This would make officers more visible.	The Academy has conducted a complete revision of the specifications for departmental rain gear. This revision incorporates the visibility requirements mandated by US Federal Highway Rule, CFR 23, Part 634, as well as additional features designed to make the rain gear more practical and "user-friendly." A few of the notable improvements over the current rain gear include a more pliable material, an insulated jacket liner, and belt loops. The rein wear specifications were submitted to the Department of General Services for approval and an Invitation for Bid has now been issued for vendors to respond. (Recommendations 18, 26, 33, 136, 882, 1009, 1030, 1170, 1207)	IP
<a href="#">1208</a>	ACAD	There needs to be more supervision at all ranks. Any supervisory position needs to have the appropriate amount of administrative tasks commensurate with there assignment. Field sergeants should be in the field the majority of the time.	Development and implementation of the Supervisors' Forum is currently being explored by the Academy, however, at this time a timeline has not been established. Once a curriculum has been developed, the course would require approval by the Executive Management.	IP
<a href="#">1211</a>	ACAD	Some Areas brought up a lack of leadership from supervisors and all levels of management.	Development and implementation of the Supervisors' Forum is currently being explored by the Academy, however, at this time a timeline has not been established. Once a curriculum has been developed, the course would require approval by the Executive Management.	IP
<a href="#">1212</a>	MR	Have the media ride with us more often to realize the dangers and problems we face. We should tout our working conditions as the most dangerous beat in the state. The media can help get the message out to pull to the right when they see red lights, and to pull off the freeway if possible.	The department is working with Court TV and others on nationwide shows highlighting the work of the CHP, especially in the area of auto theft and speed enforcement. Chapter 375, Statutes of 2006 (Senate Bill 1610 – Simitian) created a Move Over/Slow Down law for California. See Section 21809 VC. Ride alongs are always available through the local office.	IP
<a href="#">1214</a>		Legislative push for : Stiffer DUI penalties (1st offense), Lower blood alcohol concentration laws for alcohol related cases where injury occurs. Portion of Revenues from citations be returned to CHP budget. Higher penalties for moving violations.		IP
<a href="#">1218</a>	PMD	Review staffing allocations not just based upon local populations, but consider adjacent population centers, regardless of geographical State or Nation. People from major Mexican cities do not stay in Mexico.	Personnel Management Division (PMD) will work with the Office of Assistant Commissioner, Field (ACF) should personnel allocations be approved to be redistributed to other geographical locations throughout the state.	IP
<a href="#">1227</a>	PAD	Place rumble strips along the freeway edge lines and/or on the shoulder perpendicular to the edge line.	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">1227</a>		Place rumble strips along the freeway edge lines and/or on the shoulder perpendicular to the edge line.		IP

<a href="#">1231</a> -	ACAD	Stress continued education through a "professional reading list". Right now an officer can graduate from the Academy and never pick-up a manual or book for the next thirty years while still receiving "meets" ratings on their form.	Officers are required to attend Decentralized Training and Officer's Forum as a source of continuing education. However, a voluntary supplemental reading list will be explored.	IP
<a href="#">1231</a> -		Stress continued education through a "professional reading list". Right now an officer can graduate from the Academy and never pick-up a manual or book for the next thirty years while still receiving "meets" ratings on their 100 form.		IP
<a href="#">1232</a> -	PMD	Staffing levels for the Areas should be based on activity levels. If commands see they will be losing staffing due to low activity, enforcement levels will rise.	PMD will work with ACF should personnel allocations be approved to be redistributed to other geographical locations throughout the state.	IP
<a href="#">1252</a> -		Support legislation to increase penalty for carrying a concealed weapon, without a permit, from a misdemeanor to a felony.		IP
<a href="#">1253</a> -		Patrol vehicle emergency lights need to be updated, especially for areas with snow and inclement weather.		IP
<a href="#">1254</a> -	ACAD	Trauma plates supplied for all bullet proof vests.	The Department previously issued Level IIA body armor. The Academy Tactical Training Program and Purchasing Services Unit are working with the Department of General Services, and is currently in the process of finalizing a statewide contract for Level IIIA body armor. Level IIIA body armor provides ballistic protection up to and including .44 magnums to nine millimeter submachine guns. It also provides protection against most handgun threats covered by Levels IA and IIA. Trauma plates will not be issued as a component of this contract, however, the body armor carriers will be equipped with a pocket, should an employee elect to use the trauma plate.	IP
<a href="#">1254</a> -		Trauma plates supplied for all bullet proof vests.		IP
<a href="#">1264</a> -	ACAD	Make Officers Forum mandatory for all officers every two, and if not possible, at least every three years.	All officers are required to attend Officers' Forum every three years; however, due to the limited availability of the Academy instructors and the new hands-on curriculum, there are not enough Officers' Forum Classes conducted each year to accomplish that task. The increased cadet class sizes will further affect the number of classes conducted. In addition, the Field Training and Evaluation Program is preparing an issue paper addressing changes to the current Officers' Forum curriculum and duplicate training issues. (Recommendations 655, 989, 1264, 1375)	IP
<a href="#">1267</a> -	ACAD	The tan color of our uniforms create a hazard and allow shooters a clear target.	Tactical Training Program will work with Enforcement Services Division to research and validate whether the color of the tan uniform plays a role in our officer-involved shootings. (Recommendations 657 and 1267)	IP

<a href="#">1269</a> -		Utilizing personal locator devices for all road patrol officers. These units are readily available and can be activated with a tracker if an officer becomes involved in an emergency.		IP
<a href="#">1271</a> -		Technical device in patrol vehicles to read license plates on vehicle stops with immediate notification to dispatch. This device should also establish locations (GPS), in car cameras with audio and driver license readers/scanners to assist in rapid compl		IP
<a href="#">1280</a> -		Use of Code 33 should be reviewed and utilized more often without the officer requesting it.		IP
<a href="#">1283</a> -	OSR	More impounds and forfeitures of DUI driver's vehicles.	The Department is sponsoring six DUI related legislative bills aimed at punishment, DUI recidivism, driver's license consequences, and mandatory ignition interlock device installation. The OSR is actively working with legislators, allied law enforcement agencies, and	IP
<a href="#">1309</a> -		Run 28's and 29's on a license plate before stopping the vehicle. Would require additional COMM center staffing and policy change. Ideally, MDCs would take care of this problem. All units should be equipped with MDCs.		IP
<a href="#">1316</a> -		There needs to be a statewide broadcast of an 11-99. Both shooting incidents adjoining Areas and Divisions were unaware of the outstanding suspect.		IP
<a href="#">1319</a> -		Previously, Stockton had a trial period for "10-32." This was a pilot program where officers gave their location of stop and vehicle license number of the subject stopped "in the blind." Dispatchers did not have to acknowledge transmission. Current tec		IP
<a href="#">1325</a> -		Re-vamp oral brevity codes, including a "less than 10-35" assistance code		IP



<a href="#">1330</a> -		Our radio extenders are useless beyond a couple hundred feet from the patrol vehicle. Once you're out in the open, especially on a foot pursuit, you have no communication whatsoever. A lot of us have to use our personal cell phone to talk to dispatch wh		IP
<a href="#">1331</a> -		Radio system and the rest of the equipment in patrol cars. The low band radio uses a huge, heavy, bulky system and the quality and capabilities are limited. Why not get past the old way of thinking and take a big step into the 21st century with a statew		IP
<a href="#">1334</a> -		The Department could use higher quality radio communications. Currently, officers generally cannot be more than 60 to 70 feet from the car or inside buildings and still have access to dispatch.		IP
<a href="#">1335</a> -		We need other radio codes to fill the gap between 10-35 and an 1199.		IP
<a href="#">1336</a> -		One-button activation on MDC to transmit GPS 10-20		IP
<a href="#">1337</a> -	PAD	Rumble strips on all State Highways.	This item has been combined with recommendations 145, 199, 279, 426, 505, 523, 563, 746, 921, 1227, and 1337 as they are duplicates.	IP
<a href="#">1337</a> -		Rumble strips on all State Highways.		IP
<a href="#">1338</a> -		We need to tie all the Departments electronics together, so that they work in harmony to enhance officers safety.		IP
<a href="#">1339</a> -	PAD	MVARs, MDCs, and ACDs in every patrol vehicle.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">1339</a> -		MVARs, MDCs, and ACDs in every patrol vehicle.		IP
<a href="#">1341</a> -	ASD/IMD	Install in-car cameras in all CHP vehicles.	(08/03/2007) No changes. FOS will install any new video system identified and procured by PAD.	IP
<a href="#">1341</a> -	PAD	Install in-car cameras in all CHP vehicles.	This item has been combined with recommendations 13, 40, 48, 52, 204, 306, 313, 359, 552, 638, 664, 766, 794, 797, 873, 931, 1339, and 1341 as they are duplicates.	IP
<a href="#">1341</a> -		Install in-car cameras in all CHP vehicles.		IP

<a href="#">1343</a> -		Purchase digital cameras for all officers for use in documenting accident scenes. Used in lieu of sketches and diagrams.		IP
<a href="#">1344</a> -		Retention of Voice Print recordings from communications centers for up to one year from date recorded. (Would result in expense for CD/DVD storage/archiving of recordings). Would allow accurate review of units' histories, (e.g., to support/refute allege		IP
<a href="#">1345</a> -		Upgrades computers (MDCs) in vehicles to work with office computers and PDAs.		IP
<a href="#">1346</a> -		New radios in vehicles with ability to communicate with allied agencies.		IP
<a href="#">1347</a> -		Update radio system		IP
<a href="#">1348</a> -		Voice activated system in patrol cars that allows for giving the license plate of the S/V as it is pulling over. Info would be run through DMV and wants/warrants system.		IP
<a href="#">1352</a> -	ACAD	Review and discussion of specific incidents, in detail, when an employee is seriously injured or killed. The purpose of the discussion is to determine if applicable policies were followed, and if the policy is appropriate.	The Academy is currently in the process of reinstituting debriefing videos when officers involved serious incidents occur. (Recommendations 837, 1352, 1364)	IP
<a href="#">1362</a> -		Update our training videos. SROVT could be made into videos with actual footage of enforcement contacts and scenarios.		IP
<a href="#">1364</a> -	ACAD	More detailed discussion on incidents (critiquing), the quicker the better.	The Academy is currently in the process of reinstituting debriefing videos when officers involved serious incidents occur. (Recommendations 837, 1352, 1364)	IP
<a href="#">1369</a> -	ACAD	Use the Academy for more training and stop using it to train allied agencies. We should go back to the Academy every three years for in-service training.	The Academy rarely conducts training for allied agencies due to the large cadet classes. All officers are required to attend Officers' Forum every three years; however, due to constrained budgets, the last class was taught in December 2006. The increased cadet class sizes will further reduce the number of classes conducted. The Field Training and Evaluation program is preparing an issue paper proposing changes to the officers' Forum curriculum.	IP
<a href="#">1374</a> -		Review mandated POST training requirements to free up Training Days for more officer safety training.		IP

<a href="#">1375</a>	ACAD	Joint training with allied agencies.	All officers are required to attend Officers' Forum every three years; however, due to the limited availability of the Academy instructors and the new hands-on curriculum, there are not enough Officers' Forum Classes conducted each year to accomplish that task. The increased cadet class sizes will further affect the number of classes conducted. In addition, the Field Training and Evaluation Program is preparing an issue paper addressing changes to the current Officers' Forum curriculum and duplicate training issues. (Recommendations 655, 989, 1264, 1375)	IP
<a href="#">1376</a>	ACAD	Require riding motor sergeants to obtain CMT0 status within two years of riding as a sergeant. Motor sergeants are selected strictly on their ability to motivate. Leadership through example will have a direct correlation to unit safety, motivation, and accountability.	Academy Motor Training Unit is working on the development of a supervisors CMT0 class. The Academy anticipates hosting its first class in the first quarter of 2008 or earlier. (Recommendations 616 and 1376)	IP
<a href="#">1378</a>	ACAD	The Academy Motorcycle training network is in use year around. There is a need for sheltered and covered areas, drinking water, restrooms and telephone for emergencies on the network. The K-9 training facility has them.	This is under consideration during the review of the Academy infrastructure plan. (Recommendations 991 and 1378)	IP
<a href="#">1378</a>		The Academy Motorcycle training network is in use year around. There is a need for sheltered and covered areas, drinking water, restrooms and telephone for emergencies on the network. The K- ( training facility has them.		IP
<a href="#">1379</a>		The officers expressed extreme concern for the issues related to the dispatch centers. The concerns were the delays in turn around for requested information while on a stop. Also the fact that officers frequently have to repeat their entire request beca		IP
<a href="#">7</a>	ACF	Frequently placed signs on S/B 17 bet. N. Glenwood and south of the Laurel curve that read: "Road Hazard" or "Crash Ahead".	Local Area/Caltrans issue	NF
<a href="#">112</a>	PMD	Department needs more Chaplains. Who is looking out for their well being?	Local Area issue, per revised Chaplain policy.	NF

<a href="#">281</a>	ESD	Charge people for 14601 VC storages. The sheriff departments and police departments charge citizens to get their vehicles released. The money can be used for officer safety simunition training.	Legislative issue.		NF
<a href="#">385</a>	ACF	Officers out on a possible DUI stop with FSTs should advise dispatch.			NF
<a href="#">414</a>	ACF	Let dispatch know the plates of all vehicle stops.			NF
<a href="#">502</a>	ACF	Allow dispatch to run 10-29s at their discretion and now wait for an officer to ask			NF
<a href="#">660</a>		More K-9's, especially in rural areas.			NF
<a href="#">868</a>		Play public service announcement(s) video at DMV (on continuous loop) for customers to view while waiting for service (on safe stopping places when your car breaks down, proper action to take when being pulled over on the freeway, etc.).	DMV Action		NF
<a href="#">872</a>	ACAD	Consider required training program attendance for persons found at fault in multiple traffic collisions (repeat offenders).	This would need to be required by state law and administered by Department of Motor Vehicles.		NF
<a href="#">1235</a>		Reinstate the highway criminal interdiction teams to operate out of host Areas as teams of two to four highly trained and motivated officers equipped with a K-9.	Not an Occupational Safety Issue.		NF
<a href="#">2</a>	PAD	Equip all patrol vehicles with strobe lights. You cannot miss these when they are on.			NF
<a href="#">79</a>	ACF	'Employees felt arrangements should be made with the court to provide separated parking and entrances/exits subsequent to court appearance. Many violators want to "retry" the case after the court appearance, which creates a potential atmosphere for conflict.			NF
<a href="#">87</a>	ACF	Eliminate overlap units altogether (0400) (not applicable to some Areas).			NF

<a href="#">97</a>	ACF	The additional MEP and extended STAR periods create longer working periods and adds to officer fatigue. Eliminate some of the MEPs that do not apply to all Areas. Winterhaven would gladly exchange Cinco de Mayo for a St. Patrick's MEP. Areas should not		NF
<a href="#">108</a>	ACF	Dictation of reports to decrease report writing time and increase in-view patrol		NF
<a href="#">139</a>	ACF	Consider leaving M/C's at Area or reduce the distance a motor is allowed to commute. Recent accidents have occurred to and from details or work. Officers may be removing themselves from enforcement mode while commuting and may not be concentrating as they ride to and from work.		NF
<a href="#">173</a>	ACF	Have two officers ride together in the patrol car at all times, and not just during graveyard shifts.		NF
<a href="#">174</a>	ACF	Possibly modify work schedules of officers. Many travel long distances to get to work and then must subsequently work overtime, thus causing fatigue and reduced mental alertness.		NF
<a href="#">176</a>	ACF	Suspend AWW until staffing levels improve.		NF
<a href="#">183</a>	ACF	Have a mandatory hold over so a shift in never short staffed		NF
<a href="#">209</a>	ACF	Consider single officer units for the graveyard shift rather than the current two man rotation. The single units will provide more in-view patrol. Change of policy regarding protocol for back-up for single officer units.		NF
<a href="#">219</a>	ACF	Allow officers to promote in place as a priority. This may allow greater efficiency of a new sergeant from the beginning since learning the Area and getting to know all of his/her subordinates is already complete. Additionally, a greater pool of applicants may take the test.		NF



<a href="#">226</a>	ACF	Restructure COZEEP or MAZEEP overtime duties. Assigning officers to work these details on overtime encourages laziness and lack of productivity during their regular work shift.	NF
<a href="#">230</a>	ACF	Officers spend too much time booking DUI drivers. Coordinate with county jails to implement a system that provides a quick streamlined process for booking arrestees. test test	NF
<a href="#">232</a>	ACF	Require officers to request back-up whenever he/she is justified in searching or impounding a vehicle.	NF
<a href="#">234</a>	ACF	Increase the number of Statewide Traffic Action Response (STAR) campaigns and make it mandatory to work every STAR.	NF
<a href="#">236</a>	PAD	Do away with the CHP 202D form. Officers are reluctant to do searches due to the added paperwork and the confusion of when and how to fill out the CHP 202D.	NF
<a href="#">239</a>	ACF	Suggest staffing all shifts with 2 officers per patrol unit, as in larger municipalities (LAPD, LASO, etc). (See Tactics-Employee Safety)	NF
<a href="#">247</a>	ACF	All C-watch units SHALL be doubled up. No exceptions. Also look at pairing of officers on B watch or during hours of darkness.	NF
<a href="#">280</a>	ACF	A longer break-in period for new officers, or a mentoring program to shadow new officers.	NF
<a href="#">283</a>	ACF	Require officers to give location and circumstance on all traffic stops.	NF
<a href="#">318</a>	ACF	Call out two officers for after hour calls.	NF
<a href="#">356</a>	ACF	Close the Area offices during the MEP's and STAR and let special duty work the road to increase staffing levels.	NF
<a href="#">361</a>	ACF	Each Area office needs their own designated dispatcher to handle calls in each dispatch center.	NF
<a href="#">363</a>	ACF	Limit the use of motorcycles.	NF

<a href="#">364</a>	ACF	Require motorcycles to be parked at the office.		NF
<a href="#">365</a>	ACF	Require beat partner to back up for storages, DUI, warrants.		NF
<a href="#">381</a>	ACF	No sols units at 4 AM just to write tickets		NF
<a href="#">383</a>	ACF	Come out at every traffic stop at the low ready and legitimize that technique through policy.		NF
<a href="#">392</a>	ACF	Implement two officer units on all shifts		NF
<a href="#">395</a>	ACF	Broadcast all stops, and have adjoining units automatically backup officers on those stops whenever possible.		NF
<a href="#">400</a>	ACF	Call in all traffic Stops. Every other agency does this. This would require an increase in staffing at COM centers and possibly more frequencies so that Areas wouldn't have to share frequencies.		NF
<a href="#">406</a>	ACF	Limit FSTs to PAS only. DAs only care about the PAS reading anyway.		NF
<a href="#">412</a>	ACF	We need to think about calling in all of our stops to the radio. This has not been allowed in the past because the theory was that it was too taxing on radio traffic. Most other agencies call in every stop.		NF
<a href="#">413</a>	ACF	Avoid freeway stops altogether - direct vehicles off the freeway (this was the most frequently voiced concern).		NF
<a href="#">421</a>	ACF	Double up Officers 24 hours a day on hazardous or remote beats.		NF
<a href="#">431</a>	ACF	More aggressive enforcement of persons who stop on the freeway without appropriate cause; install additional non-emergency stop signs at all freeway entrances in conjunction with no peds/bicycles signs.		NF
<a href="#">434</a>	ACF	When single officers make a stop have another available unit start that way to back them up.		NF
<a href="#">443</a>	ACF	Two officers per unit on all shifts		NF

<a href="#">444</a>	ACF	When an officer calls in a stop, the closest officer responds and provides backup and watches traffic. Would require more officers and would result in a drop in enforcement as officers would spend more time backing up other units.		
				NF
<a href="#">450</a>	ACF	Motors should not be working after 2000. Are we utilizing our motors efficiently or relying of past-practice		NF
<a href="#">453</a>	ACF	We need a policy change to require a beat partner to roll and assist on a DUI stop, 12500 or 14601 stop.		NF
<a href="#">459</a>	ACF	Call in every stop		NF
<a href="#">462</a>	ACF	Seek input from officer's spouses on their safety suggestions.		NF
<a href="#">463</a>	ACF	Take every stop off the freeway		NF
<a href="#">470</a>	ACF	Two person cars after dark.		NF
<a href="#">473</a>	ACF	Change policies regarding vehicle approaches; hand on gun, take out gun place behind the leg, take gun half-way out, high risk stops.		NF
<a href="#">474</a>	ACF	Requirement to remove all traffic stops from the freeway and onto surface streets.		NF
<a href="#">475</a>	ACF	Suggest staffing all shifts with 2 officers per patrol unit, as in larger municipalities (LAPD, LASO, etc). (See Staffing)		NF
<a href="#">478</a>	ACF	Patrol units should call in their traffic stops to the communications center, providing the location, license plate, and number of occupants. Most, if not all, allied agencies are doing this currently. This would require some coordination with communica		NF
<a href="#">481</a>	ACF	Mandatory radio broadcast to Communication Centers for of all enforcement stops		NF
<a href="#">485</a>	ACF	Take all stops off of the freeway		NF
<a href="#">488</a>	ACF	We should use the practice of other agencies by rolling an additional unit for any DUI stop or in-custody situation		NF
<a href="#">489</a>	ACF	Make it policy that our officers call in all their enforcement stops to dispatch		NF
				NF

<u>494</u>	ACF	Advise Communications Center of all traffic stops (location).		NF
<u>496</u>	ACF	Require 10-29 on all Drivers License checks (automatically).		NF
<u>498</u>	ACF	Stops should be made off the freeway		NF
<u>503</u>	ACF	Officers call in all stops		NF
<u>504</u>	ACF	No solo Officers during C-Shift at all, take away Commander discretion on this		NF
<u>506</u>	ACF	Criminal history checks be done on all 10-15 be made mandatory in the field		NF
<u>507</u>	ACF	Partner all Officers on all shifts		NF
<u>509</u>	ACF	Require Officers to write down license plates of vehicles stopped		NF
<u>510</u>	ACF	Two units mandatory at all vehicle impounds and storages		NF
<u>512</u>	ACF	Give Officers approval to run Criminal histories at their discretion		NF
<u>514</u>	ACF	Allow Air Operations to fly until 2400 , then respond to calls as needed after that		NF
<u>515</u>	ACF	Allow units to partner up on all shifts in dangerous areas		NF
<u>642</u>	ASD	High mileage motorcycles should be run out sooner.	See item number 17.	NF
<u>642</u>		High mileage motorcycles should be run out sooner.		NF
<u>651</u>		Mass deployment of unmarked vehicles. Strong deterrent to the public that big brother is watching, even though he may not be seen.		NF
<u>653</u>		Use unmarked pickup trucks for MREs.		NF
<u>659</u>		Utilize shoe chains during winter weather conditions in cold weather areas.		NF
<u>679</u>		Implement two officer units on all shifts		NF
<u>683</u>		Two officers per unit on all shifts		NF

<a href="#">684</a>		When an officer calls in a stop, the closest officer responds and provides backup and watches traffic. Would require more officers and would result in a drop in enforcement as officers would spend more time backing up other units.		
<a href="#">708</a>		Personnel would rather not see a split up of officers between 22000600 hours.		NF
<a href="#">710</a>		Motors should not be working after 2000. Are we utilizing our motors efficiently or relying of past-practice		NF
<a href="#">714</a>	ACAD	Call in every stop		NF
<a href="#">715</a>		Seek input from officer's spouses on their safety suggestions.		NF
<a href="#">722</a>		Suggest staffing all shifts with 2 officers per patrol unit, as in larger municipalities (LAPD, LASO, etc). (See Staffing)		NF
<a href="#">725</a>		Patrol units should call in their traffic stops to the communications center, providing the location, license plate, and number of occupants. Most, if not all, allied agencies are doing this currently. This would require some coordination with communica		NF
<a href="#">731</a>		Take all stops off of the freeway		NF
<a href="#">735</a>		Make it policy that our officers call in all their enforcement stops to dispatch		NF
<a href="#">739</a>		Require 10-29 on all Drivers License checks (automatically).		NF
<a href="#">744</a>	ACAD	Officers call in all stops		NF
<a href="#">745</a>		No solo Officers during C-Shift at all, take away Commander discretion on this		NF
<a href="#">747</a>		Two units mandatory at all vehicle impounds and storages		NF
<a href="#">749</a>		Give Officers approval to run Criminal histories at their discretion		NF
<a href="#">846</a>		Suspend AWW until staffing levels improve.		NF
<a href="#">859</a>		Have two officers ride together in the patrol car at all times, and not just during graveyard shifts.		NF



<u>862</u>		Have a mandatory hold over so a shift in never short staffed		NF
<u>879</u>		Increase the amount of time all ranks are required to remain at an Area office after promotion. This will increase the employees commitment to the Area and the community.		NF
<u>887</u>		Require officers to request back-up whenever he/she is justified in searching or impounding a vehicle.		NF
<u>890</u>		Maintain the current requirement for two officers per vehicle when working night shifts.		NF
<u>923</u>	ACAD	Require officers to give location and circumstance on all traffic stops.		NF
<u>958</u>	ACAD	Standardize enforcement stops across all agencies, like ICS.	This would require action by the Commission on Peace Officers Standards and Training.	NF
<u>958</u>		Standardize enforcement stops across all agencies, like ICS.		NF
<u>964</u>		Have a stand-alone training staff at the Division level that does all the training in the Areas. This will standardize training and free up the Area training officer position.		NF
<u>1061</u>		Require motorcycles to be parked at the office.		NF
<u>1064</u>		Officer working during hours of darkness should be allowed to unholster their weapons and hold it discretely by their side until they have insured there is no threat posed by the violator or passengers		NF
<u>1065</u>		Limit FSTs to PAS only. DAs only care about the PAS reading anyway.		NF
<u>1072</u>		Requirement to remove all traffic stops from the freeway and onto surface streets.		NF
<u>1075</u>		Stops should be made off the freeway		NF
<u>1200</u>		Reduce the amount of "paper projects" given to the field. Let them get back to basics		NF

<a href="#">1220</a> -	Possibly modify work schedules of officers. Many travel long distances to get to work and then must subsequently work overtime, thus causing fatigue and reduced mental alertness.		
<a href="#">1221</a> -	Overlapping shifts with the 4/10 WW.		NF
<a href="#">1226</a> -	Require viewing of recent Red Asphalt or other defensive driving video in driver training classes.		NF
<a href="#">1234</a> -	Officers spend too much time booking DUI drivers. Coordinate with county jails to implement a system that provides a quick streamlined process for booking arrestees.		NF
<a href="#">1249</a> -	Require officers to give location and circumstance on all traffic stops.		NF
<a href="#">1265</a> -	The Department should create a step-by-step computer generated recreation of all significant events.		NF
<a href="#">1273</a> -	Limit the use of motorcycles.		NF
<a href="#">1274</a> -	Require beat partner to back up for storages, DUI, warrants.		NF
<a href="#">1283</a> -	More impounds and forfeitures of DUI driver's vehicles		NF
<a href="#">1284</a> -	No sols units at 4 AM just to write tickets		NF
<a href="#">1294</a> -	We need to think about calling in all of our stops to the radio. This has not been allowed in the past because the theory was that it was too taxing on radio traffic. Most other agencies call in every stop.		NF
<a href="#">1295</a> -	Let dispatch know the plates of all vehicle stops.		NF
<a href="#">1301</a> -	More aggressive enforcement of persons who stop on the freeway without appropriate cause; install additional non-emergency stop signs at all freeway entrances in conjunction with no peds/bicycles signs. Officers expressed concern that many of their freew		NF

<u>1311</u>		Motors should not be working after 2000. Are we utilizing our motors efficiently or relying of past-practice		NF
<u>1320</u>		Two person cars after dark.		NF
<u>1322</u>		Mandatory radio broadcast to Communication Centers for of all enforcement stops		NF
<u>1326</u>		Officers call in all stops		NF
<u>1327</u>		Partner all Officers on all shifts		NF
<u>1329</u>		Require Officers to write down license plates of vehicles stopped		NF
<u>1370</u>		Set up a program for computer/LAN online training. Each month the employee would be emailed the required training. The employee would be required to participate in the training, take a computer graded test, and the employee's training records would auto		NF